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The China Mail.

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Humidity 96.

March 7, 1918, Temperature 60.

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HONGKONG, FRIDAY, MARCH, 7, 1919.

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TEL. No. 436.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE INDUSTRIAL CON- FERENCE.

HOPEFUL PLANS.

LONDON, March 4.

The Press Bureau has issued the statement that a provisional joint committee of the National Industrial Conference has appointed three subcommittees: the first to make recommendations concerning the methods of negotiating between employers and Trade Unions, including the establishment of a permanent industrial council to advise the government on industrial and economic questions, also the methods of dealing with war advances and the methods of regulating wages by law or otherwise; the second, to make recommendations as to the desirability of legislation dealing with maximum working hours, and maximum wages; the third to consider unemployment and make recommendations as to its prevention and the maintenance of unemployed where it cannot be prevented, both during the present emergency period and also on a permanent basis.

NEW COAL CONTROLLER.

LONDON, March 4.

The Press Bureau has issued a report that Mr. Evan Jones M. P. has been appointed Coal Controller.

ITALY'S WAR LOSSES.

LONDON, Feb. 28.

A statement presented to the Reparation Commission shows that Italy's army war losses were 402,391 killed, and 953,886 wounded, of whom half were permanently disabled. The Italian navy lost 3,169 killed and 5,252 wounded. The total *hors de combat* was 4,385,487, including 2,400,000 sick. Italy's losses amounted at one point to two per cent. of the whole population of Italy and her colonies, and equalled France's percentage of losses. Italy lost 880,000 tons of merchant shipping, equalling 57 1/2 per cent. of her total tonnage.

GERMAN NAVY.

SIX REASONS FOR SINKING IT.

LONDON, Feb. 28.

As regards the fate of the German warships, Reuter is officially informed: firstly, that their breaking up would take a triennium. The scrap would only fetch £500,000. Secondly, that any Power taking them over would be faced with insuperable obstacles as regards spare parts. Thirdly, the ships are now obsolete. Fourthly, their use as merchantships is impossible owing to the enormous coal consumption they would involve, and the difficulties of adapting their interiors. Fifthly, the idea of sinking them for breakwater purposes has been proved impracticable by Scapa Flow experiments. Sixthly, if the ships are divided, some basis for division must be found. As to this, two alternatives are suggested, either to assign them according to war losses or on the basis of present naval strength.

FAR EASTERN CABLE NEWS.

[By COURTESY OF THE H.K. DAILY PRESS.]

SOUTHERN MILITARISTS AN OBSTACLE TO PEACE.

Peking, Feb. 5.

A High Chinese official has given expression to optimistic views regarding the outcome of the Peace Conference. He attributes the delay in solving the military problem to the military element in the Southern party, which continues to evade the issue. Disbandment must be carried out comprehensively. The Conference must devise means to give effect to its decision in this respect. The President must not be blamed for not acceding to the Southern demands respecting the National Defence Army, while the Conference declines to take up the consideration of disbandment, though repeatedly urged to do so by Hsu Shih-chang.

THE GOVERNMENT AND CHINESE SOVIETS.

The Government is alarmed at the report from Petrograd regarding the formation of a Chinese Workers' organisation in Russia with the object of spreading revolution propaganda and establishing Soviets in China. The Government is making inquiries in order effectively to check such activities.

THE PROLETARIAT.

Mr. Ramsay MacDonald, speaking recently at Leicester, said that in order to defeat Labour, they had witnessed one of the most extraordinary combinations ever known in the political history of the country. Liberal associations had joined in holy matrimony with Tory associations. "Mr. Lloyd George," he continued, "who used to say the dukes were a great nuisance, now says he was always misunderstood. Liberals who until now have been denouncing Toryism on principle are now telling you it was all wrong, and having, as they say, been in coalition with Labour, they now want to change their bedfellows and to get into coalition with Toryism. I regard it as most unfortunate that at the present moment you should have profiteers, capitalists, and economic interests all joined in opposition to Labour. Our opponents think by their unnatural coalition they are going to defeat me. If they do they are not going to deprive me of my faith. Since I started my campaign the tide has been flowing far and fast, and it is still flowing. It will continue to flow, and the ignorant, once enlightened, will turn in wrath on those who have misled them. A political party that contains 2,500 of the biggest landlords cannot produce a satisfactory housing policy, and a party that voted against 30s. minimum wage cannot establish a good national system of wages boards. The economic movements of to-day are becoming so colossal and menacing that they are the biggest problems that face us. There is not one of the Coalition candidates who will be able to rise in the House of Commons and fight battles of Labour in the teeth of financial aggression which is going to be directed against Labour in the coming years.

"We have had a great fight, of which I shall always be proud, a fight against fearful odds. You talk about Belgium being invaded by Germans—that episode will live for ever in the history of the world—and this fight will live for ever in the history of politics. Labour has been invaded by combined militarist forces equal to those of the Germans. This is a fight of giants and not of pigmies. We have had two organizations, three newspapers, all the forces of opinion, money, and organization, all fighting against us and striving night and day to defeat Labour. The battle is raging all along the line, and the word I give you to-night is "Forward." To-morrow we will crumple them up. (Cheers.) Our enemies have used poison gas. They have used the maritime methods of "U"-boats. Their weapons have been poisoned. We have had nothing of that. We have fought clean, and I appeal to you to register such a victory as will be hailed by Labour and democracy from the rising of the sun to its setting, when victory is declared."

SHIPBUILDING FIGURES.

Lloyds Register gives the total of merchant ships under construction at the end of the last quarter of 1918 as 424 of a tonnage of 1,979,982 compared with 395 of a tonnage of 1,866,591 at the same time in 1917. Of these 335 of a tonnage of 1,593,283 were under inspection of Lloyds surveyors. Of the total only eight were sailing ships of a tonnage of 2,750. There were four vessels of over 20,000 tons, between twelve and fifteen thousand, and four between ten and twelve building. The greatest number was 149 between five and six thousand. The busiest districts were Glasgow with 78 vessels and Newcastle with 71, but the latter showed a greater gross tonnage than Glasgow. Whilst 424 ships were building in the United Kingdom, there were 1,765 building elsewhere, the total world tonnage under construction, leaving out enemy countries, being nearly seven millions. Of these America had 535 under construction, Holland 113, Norway 54, Denmark 45. Of the steel steamers building abroad 527 of two and a quarter million tons were intended for classification by Lloyds.

A LIFE SAVER.

It is safe to say that Chamberlain's Colic, and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

HONGKONG BANK MAKES BIG PURCHASE.

The Hongkong and Shanghai Banking Corporation recently purchased the property of Arnold, Karberg & Co., in the French Concession at Tientsin from the Liquidator of enemy property. The price paid was Taels 180,000.

TENNIS TOURNAMENT.

Yesterday afternoon there was a large crowd on the cricket ground to witness the matches played. Of these the most exciting was the one between N. E. Kent and A. B. Raworth in the Open Championship Singles of the Colony. There were three sets all of which were won by Kent, though in the second set Raworth made a very hard fight for it and twenty games were played before a decision was reached.

Result N. E. Kent beat A. B. Raworth 6-4, 11-9, 6-4. MIXED HANDICAP DOUBLES. Mrs. Dreaper and C. Thorne (rec. 3/6) beat Miss E. Johnston and E. A. Macdonald. (rec. 15-3) 6-1, 6-4. Mrs. Dreaper and C. Thorne had an easy win, and they were both playing up to their usual form.

Miss Hastings and G. A. Hastings (rec. 5/6) beat Mrs. Holborn and Pay Lieut. Holborn (rec. 15-3) 6-4, 7-5. The last set ought to have been won by Mrs. Holborn and partner but they lost it by Lieut. Holborn's somewhat erratic serving.

CLUB HANDICAP DOUBLES. H. A. Macauley and Capt. D. Wahl (rec. 15-1) beat J. H. Congdon and C. S. Johnston (rec. 15-3) 6-3, 6-2.

This afternoon the following matches will be played— OPEN CHAMPIONSHIP DOUBLES. F. A. Redmond and N. E. Kent meet V. Yvanovich and J. M. J. Lopes.

CLUB MIXED DOUBLES. Mrs. Black and A. Morse (rec. 3/6) meet Mrs. Bernard Brown and L. Forster (rec. 4/6).

CLUB HANDICAP SINGLES, CLASS "A." S. E. Green (ows 30) meet Major Arding (recs. 2/5). A. H. Crook (recs. 4/3) meets M. R. de Jourmel (recs. 15-1); Lieut-Col. Crisp (recs. 2/6) meets Lieut. Comdr. Cockrem (recs. 15-1).

CLUB HANDICAP SINGLES, CLASS "B." Lieut-Col. Coles (ows 3/6) meets C. B. Brown (recs. 15-3).

To-day's return of communicable disease has five cases of cerebrospinal fever, three of which were fatal.

Four months' hard labour, four hours in stocks, and 12 strokes of the birch, was the sentence which a thief who snatched a pair of jade-stone bangles from a woman in Queen's Road, West, received from Mr. J. R. Wood this morning.

A Japanese shopkeeper, at 161, Praya East, was this morning summoned before Mr. R. E. Lindsell at the Magistracy for keeping 12 tins of kerosene oil and two tins of gasoline without the permission of the C.S.F. A charge of keeping the tin improperly stored was also brought against him, it being stated that he kept the oil among a quantity of combustible goods, and thus brought on the danger of an explosion. A fine of \$50 was imposed, the oil being confiscated.

CRICKET.

CRAIGENGOWER V. UNIVERSITY. This league match on the University ground at 2 p.m. is the only week-end fixture and should turn out to be a good contest. As usual, Craigenhower who are strong at fielding and weak in the batting department, should be able to snatch a win in the eleventh hour if they can manage to dispose of their opponents for a low score.

The following are the selected teams— Craigenhower.—R. Baga (Captain), F. Thompson, W. Hall, L. Lammert, A. Arculli, D. Rumjahn, G. Manley, U. Omar, M. Abbas, S. Jex, and A. Goldenberg. University.—A. H. Rumjahn, W. Gittins, M. P. Choa, R. A. Ponsonby, Fane, G. E. Marley, Chua, Sin Kah, Cheah Toon Lok, Lim Keng Sim, J. D. Wright, D. K. Samy, R. A. Basto.

RUB IT IN.

A good many people think rheumatism cannot be cured without taking "poisonous medicine." Chamberlain's Pain Balm massaged thoroughly into the aching muscles cures far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and Storekeepers.

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AND

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Have you seen the Wonderful "DAVON" SUPER TELESCOPES

Made in England, length only 13 inches, magnifies 36 diameters and gives wide, objective, will focus sharply on objects a few feet or many miles away.

USED BY BRITISH OFFICERS AT THE FRONT.

Price, complete with two extra lenses, rubber eye piece, tripod, leather carrying case, etc., etc., etc., \$75.00.

WE HAVE THEM READY FOR DEMONSTRATION.

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FLETCHER'S COMPOUND
GLYCEROPHOSPHATES.

The Ideal General Tonic.

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CUT GLASS

QUALITY—VARIETY—PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL

(CORNER FLOWER STREET).

INFLUENZA.

DISINFECT WITH IZAL.

A little IZAL in a lot of water will kill all Germs.

Don't waste IZAL by using it stronger than recommended.

Remember the best way to avoid Influenza and all Infectious Diseases is absolute cleanliness. Dirty houses and dirty persons are a danger to the community. Therefore, for the sake of others, remember the

IZAL RULES OF HEALTH.

Keep your house clean. Wash your hands before meals. Clean your teeth. Take frequent baths. Do not spit, and spit others doing so. Avoid hot and stuffy rooms. Sleep with your window open. Pneumonia is not caused by fresh air, but is due to a microbe, which lives in heat and darkness. Coughs and colds into a handkerchief. If you feel ill or have a running cold stop at home. Use IZAL as directed below.

For Washing the Hands and

Face—1 teaspoonful of IZAL to one

gallon or to the basin of water.

In your Bath—1 teaspoonful of IZAL.

For your Teeth and as a Mouth

Wash—5 drops of IZAL to the

glass of warm water.

For Linen—2 tablespoonful of IZAL to the bucket of water.

For Spraying up the Nose—

5 drops of IZAL to the glass of water.

For Plates, Dishes and

Glasses—1 tablespoonful of IZAL

to each half bucket of hot water.

For Floors and Yards, Sinks

and Drains—4 tablespoonful of

IZAL to the bucket of water.

SOLE AGENTS—

W. R. LOXLEY & CO.

G. P. LAMMERT.

AUCTIONEER, APPRAISER
OF LAND SURVEYOR
Public Auctions

THE Underigned has received instructions to sell by Public Auction

on
WEDNESDAY, March 12, 1919,
commencing at 12 o'clock (noon)
at his Sales Rooms, 2nd Floor, Street
One Crow - Elkhart Roadster
4 passenger Motor Car
(Just unpacked)

N.B. - The above car can be inspected
by appointment and is only sold
as owner is shortly leaving the colony.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, March 5, 1919.

FOR SALE.

Two Cycle 14 H.P. Fay & Bowen
Kerosene Engine, Marine Type with
reversing gear, shafting and propeller.
Apply GEO. P. LAMMERT.

NOTICES

ST. PETER'S CHURCH.
WEST POINT, HONGKONG.

DURING the RETAIRES to the above
CHURCH and until further
notice is given the services on SUNDAY
will be held as follows:-

8 A.M. Holy Communion at St.
Stephen's Church.

11 A.M. Morning Prayer and Sermon
at the Diocesan Boys' School.
Hongkong, March 6, 1919.

TO THE JUSTICES OF THE
PEACE, OF THE COLONY
OF HONGKONG.

GENTLEMEN,

It is my intention to stand for the
vacancy on the Legislative Council
to represent you during the time that
The Hon. Mr. Pollock, K.C., holds
the position of Acting Attorney-
General.

My nomination has been proposed
by Mr. A. O. Lang, and seconded by
Mr. G. C. Moxon.

It is only six months ago that I ad-
dressed you with regard to my candi-
dature for the same seat and I can
only repeat that if I have the honour
to be elected I shall direct my
energies to the solution of the Housing
Problem, the further develop-
ment of the Colony by means of new
roads, opening up new areas easily
accessible for all kinds of traffic and
the resumption of old and insanitary
houses in the densely populated parts
of the City - on all of which matters
I think I may claim special qualifica-
tions.

I have the honour to be, Sir,
Gentlemen, your obedient servant,
H. W. BIRD.

Hongkong, 2nd March, 1919.

NOTICE

THE Public are earnestly requested
to co-operate with the Police in
the enforcement of these regulations:-

1. Keep to the left.

2. Foot passengers must keep to the
pavement where space exists.

3. Slow moving traffic and coolies
bearing loads must keep near the
kerb on the left hand side of the
road.

4. Fast traffic must keep in the centre
of the road on its own side, e.g.
motor cars and rickshaws.

5. On roads not used for wheeled
traffic foot passengers must keep to
the left of the road.

6. Overtaking vehicles must pass the
vehicle overtaken on the right,
except where the overtaken vehicle
is a tram. Let the latter pass
the overtaking vehicle first pass
the tram on either side provid-
ing he has a clear view ahead.

These rules should be strictly
adhered to to prevent obstruction
and congestion of traffic.

By Order of the
CAPTAIN SUPERIOR OF POLICE

January 23, 1919.

NOTICE.

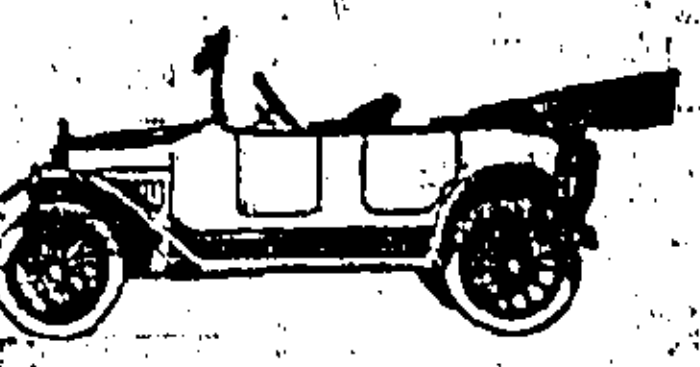
ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony should apply in
person between the hours of 9 a.m.
and 4 p.m. to the
PASS OFFICE, Post Office Building.

Applicants will be required to produce
- those persons identification papers. All
persons with certain occupations
residing in the Colony for more than
24 hours are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
may be obtained at the G.E.O.
and at all P.O. Stations.

The Penalty for non compliance is a
fine not exceeding \$50.

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METEOR GARAGE



Sole distributors of
MAXWELL CARS.

Automobiles for Hire
and for Sale
at reasonable Prices.

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BUTCHERS' MEATS:
Beef, Mutton, Lamb.
Rabbits, Hares.

Sausages,
Brown,
Pressed Beef.
Purity. Excellence.

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Great Varieties of used
and unused

POSTAGE STAMPS
Single, Sets, Packets, Bags,
and
on approval Books.

FOR COLLECTORS
GRACA & CO.,
Dealers in
Postage Stamps, Post Cards, Seals,
Toys, &c. &c.

No. 10, Wyndham Street,
P.O. Box 620. Hongkong

JAPANESE MAKERS

Every kind of Footwear
MADE
TO
ORDER

CHERRY & CO.,
20, WYNDHAM STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY,
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

These Remedies are the only ones
which have been found to be
effective in the treatment of
all kinds of skin diseases.
They are sold in all the
leading chemists and druggists.
See Trade Mark and Instructions on
each box. Make application to
Sole Agents, CHERRY & CO.,
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NOTICE

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"Embassy"

Virginia
Cigarettes

Finest
Quality



The kind of quality that not only
pleases the smoker but gratifies
an ideal of the manufac-
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finest of Virginia
Cigarettes.

Sold in
tins of 50
25 Cigarettes
also
packets of 10

Embassy Cigarettes are sold in all the leading cigarette shops and tobacconists.

JAPAN-AMERICAN AGREEMENT.

It is reported from Peking that
Mr. Obata, the Japanese Minister in
China, in company with the American
Minister, visited the Chinese
Foreign Office on Feb. 17 and notified
it of the agreement that has recently
been entered into between Japan and
America regarding the control of the
Chinese Eastern Railway. A Peking
dispatch to the Asahi says that the
question of the control of the Chi-
nese Eastern Railway has been a
subject of much discussion among
the Chinese for some time, and much
dissatisfaction has been manifested
by many Chinese with the attitude
of the Powers who have China out
in the cold in the settlement of a
matter in which China, of all the
countries, is most interested. The
message says that since the joint
visits were paid by the Japanese and
American Ministers on Monday to
notify the Foreign Office of the re-
sult of the agreement on the problem the
hostile tone of the Chinese Press has
been augmented. It is stated that
the Chinese Cabinet was to hold a
council on the 16th instant to de-
termine its attitude in regard to the
question.

DUKE RAISES £100,000.

By means of personal letters sent
to persons overseas, the Duke of
Connaught has raised £100,000 for
King George's Fund for Sailors.

NEWSPAPER OFFICE RAIDED.

Police and soldiers raided the
Bullfinch Herald works and dismantled
the printing machinery, as the result
of a Sinn Féin leaflet issued for use
in the East Mayo election.

MARKET FOR OLD STAMPS.

How a market in old insurance
stamps is made. Was described as
Old-street Police-court. Philip Abrah-
am, manager of a Finsbury tailor-
ing firm, was summoned for fraudu-
lently fixing on cards insurance
stamps that had been removed from
filled-up cards.

Mr. Conyns Carr said the National
Health Insurance Commissioners re-
garded the case as very serious,
because the practice of transferring
old stamps to new cards was very
extensive in the East-end.

An official of the Insurance Com-
mission said he found that stamps
from cards for the first part of 1917
had been used in certain spaces on
cards for 1918.

Mr. Margetts (defending) said that
was how a market in old stamps was
made. Some persons bought the
unreturned cards and sold them to
persons who were unscrupulous
enough to use the stamps over again.

The magistrate sent Abraham for
trial, and allowed bail.

CONSCRIPTION.

During the recent election Mr.
Lloyd George played fast and loose
with the question of conscription.
He first issued a statement through
the "whips" office that the Govern-
ment intended to propose the aboli-
tion of compulsory service on the
Continent. The Morning Post jib-
bed with violence at the suggestion,
and the Georgian Daily Chronicle
was thereupon ordered to say that the
report lacked "corroboration." At
Bristol Mr. George said that the re-
tention of conscription depended
"entirely on the terms of the
peace," and could not be abolished
unless the European system of con-
scription also came to an end. As
at the same time proposed to
maintain the British navy at its full
strength, it is evident that the Con-
tinental nations would not agree wil-
lingly to weaken their military arm
unless concessions were made regard-
ing naval disarmament. It will
therefore be seen that Mr. Lloyd
George's position on this question is
equivocal, and if the War Office can
retain conscription on the statute-
book, it is not impossible with a large
Conservative majority in Parliament,
it will undoubtedly do so.

THE ALL-RED-TAPE ROUTE.

A well-known firm of wholesale
provision merchants in the City had
been trying to get one of their lead-
ing salesmen out of the Army. The
man had been wounded and was in a
convalescent camp. This is the
manager's story of what happened:-

(1) We first applied to the War
Office, who

(2) Referred us to the Ministry of
Food, as the firm is in the pro-
vision trade. The Ministry

(3) Referred us to the Ministry of
National Service in New-
ington Causeway, who

(4) Sent us to the Hotel Wind-
sor, the headquarters of the
Ministry. They

(5) Told us we must go to the
Demobilisation Office in Vic-
toria Street, who

(6) Sent us to the Chamber of
Commerce. From there we
had to

(7) Apply to the tribunal who or-
dered the man into the Army.
They

(8) Told us to go to Gresham
House and ask for form
R.I.C. This form, we were
instructed, must be

(9) Sent to the office at Prince's
Gate. After an interval they
wrote saying

(10) The man himself must apply
to his O.C. for a Z15 form.
He did so, but the O.C. had
no forms of that kind, and
after a short interval, during
which the firm corresponded
with the O.C., we received a
letter telling us to

(11) Apply to the Demobilisation
and Resettlement Department
in Richmond Terrace. After
more correspondence we were

(12) Referred to the War Office.
It took us just one month to
complete the circle, writes the
manager, "and we are now back
where we started from, the man
being still in the convalescent
camp."

Over a quarrel between Lord In-
chcape and Sir Leo Chiozza Money,
the latter gives some figures which
are worth noting. "If a ship cost
£100,000 in 1908, and the market
value had risen to £250,000 in 1918,
the shipowner, on its being sunk, was
presented with the £250,000 in cash.
He was not taxed, and he was not
obliged to spend the money in new
construction."

In this way, before the control
became really effective, as much as
two millions a week was often paid
to shipowners. Naturally a good
many did not earmark their money
for the building of new ships, but
enjoyed their good fortune. "The
allocation of such (untaxed) for-
tunes," says Sir Leo, "reached the
rate of about £100,000,000 a year.
We nationalised not ships but the
ghosts of ships."

NOTICES

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:- ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best
Quality containing a large percentage of Gluten. Starch and Gluten are the
principal components of Flour. Gluten is easier to digest and contains more
nutriment than Starch. Manufactured under the most sanitary conditions.
Large quantities have been exported to various important cities in the World.
Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.
Head Office: No. 47 and 49, Cantonment Road, Central, Hongkong; Telephone 1838.
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Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
Cable address: "Hingwah."

THE BREEZY GARAGE.

81, Des Vaux Road, Central. Tel. No. 2409.
Opposite Central Market.
The latest model, "Chandler," "Hudson," "Oakland" cars for hire.
Theatre parties. Pleasure trips.
Shopping, etc. at moderate charges.
Our cars are fully driven by experienced drivers, so that all clients can
be sure of every comfort and reliability.
Large stocks of spare parts and children's "Skidders" on sale.
Motor cars, launches and cycles, repairing done daily.
Call and inspect.

AMERICAN MANUFACTURED

Westinghouse

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For Sale by:
GERIN, DREVARD & CO.
Tel. 114.

HOTELS AND CAFES

THE HONGKONG HOTEL

GRILL ROOM
J. H. TACCAERT
MANAGER

THE PEAK HOTEL.

1,500 Feet above Sea Level
15 Minutes from Landing Stage.
Under the Management of
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
European Baths and Sanitary, Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373, Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

PALACE HOTEL

KOWLOON.
(Two minutes from Star Ferry).
Recently renovated and refurnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3, Telegraphic Add.: "PALACE"
J. H. O'BERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
106 HOUSE STREET.
Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 42 Bedrooms, Kitchens, Canteen,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietors. Launches meet Passenger Boats.
Telegraphic Address "CARLTON"
MRS. F. E. CAMERON.

BLUE BIRD

CONFECTIONERS
& CATERERS
ICE CREAM
PARLOUR.
HOT and COLD
DRINKS.
DEALERS IN:
Gimbal's and Orange
Blossom
American Chocolates
Assorted Fancy Cakes,
Old Post Office Building,
Queen's Road & Pedder Street.

TANG YUK, DENTIST

14 D'ARQUILL STREET.
TERMS VERY MODERATE
Consultation free.

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T. J. MOUSSON
15, Morrison Hill Road.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce, Brokers and
Commission Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Cable and
Bentley's
A. & C. 4th & 5th Editions.
A. 1 Telegraphic Code

Telephone Address
"WIKKON" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on

SATURDAY,
March 8, 1919, at 12 o'clock Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
Nine Fox Terrier Puppies
(from three distinct litters).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 27, 1919.

(FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,
March 8, 1919, at 12 noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
One Wolf J-A-P
A single cylinder Motor Cycle with side car and accessories in good running order.
On view now.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 26, 1919.

on

MONDAY,
March 10, 1919, at 2.30 p.m. at No. 1, Basilea Lyttleton Road, West Point, Hongkong.
THE HOUSEHOLD FURNITURE,
etc., etc.,
therein contained.
(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 3, 1919.

(FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,
March 11, 1919, at 12 o'clock noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
100 CASES
"ROBINS" BRANDY
damaged by fire and water.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 3, 1919.

(For Account of the Concerned), on

TUESDAY,
March 11, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED, DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS
etc., etc.,
Comprising:—
Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, etc., (famed Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, etc., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, etc., Bath Room Utensils, Electro-Plated Ware.
Electric Bedding Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 large Blackwood Screen Bed and white Panels, and Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures and Oil Paintings, Several Carpets new and second-hand.

Also
Treadle Sewing Machine (nearly new), by Willcox & Gibbs with all accessories, 1 Piano in good condition, one large Ice Chest suitable for Hotel, Full Size Croquet Set, One pair Biscuits.
And
1 Half-plate Camera by Thornton Pickard with Spare Lenses, etc.
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 6, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned), on

TUESDAY,
March 11, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A QUANTITY OF
USEFUL HOUSEHOLD LINENS,
DRAWN WARE, and EMBROIDERIES,
Comprising:—
HOUSEHOLD LINENS—Single and Double Plain and Embroidered Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, etc., etc.
DRAWN WARE—Bedspreads, Pillow Cases, Tray Cloths, etc., etc.
EMBROIDERIES—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 24 in.
Also
A few lots of Attache Cases and Bellow Valises.
(All new goods and small lots to suit purchasers).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 5, 1919.

(FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,
March 12, 1919, at 10.30 a.m., at No. 8, Chatham Road, Kowloon,
THE SUNDAY
Valuable Household Furniture,
etc., etc.,
therein contained.
Hallstand, Large Extension Dining Table and Chairs, Sideboard, Brass Twin Bedsteads, Cheval Glass Dressing Mirror, Toilet Table, Washstand, Toilet Set, etc., Pantry, Kitchen and Bathroom Utensils.
Also
Cabinet Gramophone with Records, Gent's Bicycle, Pot Plants, Pneumatic Tyred Ricksha in very good condition.
(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 5, 1919.

G. R.

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction,
at the Hongkong & Kowloon Wharf & Godown Coy.'s Premises,
War Department Material.
As follows:—
250 Rails weight about 53 tons,
SCRAP IRON comprising:—
Anglo Round, Flat, Sheet Iron, etc., about 140 tons.
Date of Sale will be published later.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, Feb. 21, 1919.

FOR SALE.

THE Undersigned have received instructions to sell
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
One complete set, Engines and Boiler in good working order.
DESCRIPTION:
Set of Compound Engines, 16 x 33, by 24 stroke.
Boiler, 12 x 10 1/2, working pressure 120 lbs. on Veritas survey.
To be sold in one lot, together with Engine Seat, Shafts and Propeller and all piping, etc., connected with the above mentioned Engines and Boiler.
Also
Anchors and Chains, Wooden Mast, And
2 Navigating Compasses.
At present stored at Kwong Tung Cheong's shipyard.
Inspecting orders and further particulars may be had from the undersigned.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
February 21, 1919.

THE Undersigned have received instructions to sell
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A quantity of netting (new) Suitable for Tennis court boundary netting.
Particulars from the undersigned.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 1, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions from F. O. JENKIN, Esq., C.M.A., to sell by Public Auction, on

WEDNESDAY AND THURSDAY,
March 19 and 20, 1919, commencing each day at 5 p.m.
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A VALUABLE COLLECTION OF POSTAGE STAMPS,
comprising:—
Great Britain, Colonies and Possessions, Japan & China, Argentine & Chile, Cuba, Liberia, Mexico, Macao, Nicaragua, Philippines, etc., etc.,
Also
3 Albums each containing the nucleus of a collection.
And
1 Album with about 800 good specimens.
On view now.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 5, 1919.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Steamer "TYN DAREUS" From NEW YORK via PANAMA. are hereby notified that the Cargo will be discharged into "Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after March 6. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after March 11, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before March 25, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 5, 1919.

DANIEL STEWART'S COLLEGE, EDINBURGH.

WAR MEMORIAL FUND.

FORMER Pupils and others interested may obtain full information from the Headmaster, or from the undersigned, to whom subscriptions should now be sent, together with the names and present addresses of other former pupils.
JAS. LAING, S.S.C.,
Hon. Secy. and Treasurer.
42 York Place, Edinburgh, Scotland, December, 1918.

MARTIN'S APOL STEEL PILLS

A French Remedy for all Rheumatic Affections. It is the only medicine that cures Rheumatism, Gout, Gravel, Sciatica, Neuralgia, etc., etc., in a few days. It is the only medicine that cures Rheumatism, Gout, Gravel, Sciatica, Neuralgia, etc., etc., in a few days. It is the only medicine that cures Rheumatism, Gout, Gravel, Sciatica, Neuralgia, etc., etc., in a few days.

THE "CHINA MAIL"

NOTICE.
Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communications addressed to the Editor, not necessarily for publication but as evidence of good faith.
All matter for publication should be written on one side of the paper only.
Letters relating to business should be addressed to THE MANAGER.
Rate of subscription to "China Mail" is \$38 per annum; per quarter and per month "pro rata".
The "China Mail" is delivered free at subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifth cents per month.
Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 20 cts. per copy.
Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copy twenty-five cents each.
Alterations and additions to Advertisements on Pages 2, 3, 6, 7, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.
Alterations and additions to Advertisements on pages 1, 4, 5 and 10 should be sent to the Office, not later than 1 p.m.
New Advertisements should be sent in before 2 p.m.
Advertisements and Subscriptions which are not ordered to a fixed period will be continued until countermanded.
Telegraphic Address: "Mail," Hongkong, Code: A.B.O. 5th Edition.
Telephone No. 22.
THE CHINA MAIL, Limited.

WANT ADVERTISEMENTS

24 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional 5 words 4 Cents.

TO LET.

TO LET—1 Chatham Road, 5 ROOM HOUSE. Apply No. 8, Chatham Road, Kowloon.

TO LET.

TO LET—2 ROOMS on the Ground Floor of Hongkong Club Annex. Apply to The Secretary.

TO LET.

TO LET from 16th April, 1919—1st Floor, No. 38 Nathan Road, Kowloon, (Dairy Farm Co's premises). Apply to Secretary, The Dairy Farm, Ice & Cold Storage Co., Ltd.

TO LET.

119 The Peak, Ardshel.
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, Jan. 22, 1919.

INTIMATIONS.

HONGKONG CLUB.

NOTICE.
THE THIRTY-THIRD YEARLY GENERAL MEETING OF the MEMBERS of the Hongkong Club, will be held in the CLUB HOUSE on FRIDAY, March 14, 1919, at 5.30 P.M.
By Order,
E. DES VOEUX,
Secretary.
Hongkong, March 5, 1919.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

THE THIRTIETH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 22nd day of March, 1919, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1918 and declaring a Dividend.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 13th March, 1919, until SATURDAY, the 22nd March, 1919, both days inclusive.
By order of the
BOARD OF DIRECTORS.
Hongkong, March 5, 1919.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE FORTY-FIRST ORDINARY ANNUAL MEETING OF the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on THURSDAY, the 27th instant, at 11.30 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1918.
The Transfer Books of the Company will be CLOSED from the 13th to 27th March, both days inclusive.
JARDINE, MATHESON & CO., LTD.
General Agents.
Hongkong, March 4, 1919.

WISEMAN, LTD.

DINNER DANCE

TO-DAY

(FRIDAY), March 7th.

WINGARNS

POWER MIRACLES.

The age of steam is passing. Its reign is over. The handwriting has appeared—not on the wall, but in an official pamphlet, which may be purchased for threepence from any bookseller.
This important document is camouflaged under the long and dreary title, "Interim Report on Electric Power Supply in Great Britain." It was prepared by the Coal Conservation Sub-Committee of the Reconstruction Committee. And now, having given credit to whom credit is due, let us get down to the facts, and proposals, which are hidden in this report.
Our factories, using steam power, consume 7lb. of coal per horse-power per hour. If we scrap all these inefficient old steam-engines, and provide an up-to-date electric power supply, our factories will consume only 1.57lb. of coal per horse-power—a direct saving of 78 per cent in fuel. The total saving will be 55,000,000 tons of coal, and not less than £100,000,000 a year. These are the facts in a nutshell.
How is this industrial miracle to be worked? By erecting super-stations for the production of electric power by means of super-dynamos, driven by super-gas-engines. These super-stations will be erected in the coal-fields; the coal will go direct from the pits' mouth into gas retorts. The retorts will extract from the coal aniline dyes, motor spirit, heavy lubricating oil, sulphate of ammonia, and many other valuable by-products, and lastly gas. The gas will go on to drive the super-gas-engines, and so be transformed into electric power.
From the power stations the power will be carried by high-tension mains to the various railways, towns, and factories in the area. All the railways will be electrified. Lighting, heating and cooking will be done entirely by electricity. The transport of coal by rail and road will be a thing of the past.
Lighting a coal fire to foul the air with its smoke will be an indelible offence. The air of our towns will be as pure as the air of the country. Soot will only be found in museums, where it will be preserved with flint arrow-heads, and other relics of the barbarous ages.
Our towns will undergo a transformation. The city clerk will be able to wear a white linen collar for a whole week; he will be free to indulge his taste in dress; if he so pleases, he may wear a sky-blue coat, a scarlet waistcoat, and white trousers, without fear of soiling them.
The supply of cheap power will mean higher wages and shorter hours for the workers. The wages paid increase with the amount of power used. In the United States the amount of power employed per worker is double that employed in Great Britain, with the result that the American worker draws higher wages, under better conditions, and had more money to spend. The cure for low wages is more motive power.
But we shall not get cheap power without a fight. There are all sorts of corporations, municipalities, and private individuals who have vested interests in the existing system. They are doing work which should be done by 16. Then there are all the gas companies, and coal merchants, and steam-engine drivers, who must find other work to do.
It is no use disguising the facts: it will be a stiff fight. We shall not win unless we all take an interest in the new scheme, and fight hard for it.

FOREIGNERS MAY BE ABLE TO OWN LAND IN JAPAN.

The Imperial Government contemplates minimizing the existing disabilities upon foreigners' owning land. According to the present arrangement, foreigners are totally prohibited from owning land in Formosa, Hokkaido, and Chosen. It is believed that this restriction will be removed by new legislation for the above purposes, to the Diet during the present session.

A WARNING TO MOTHERS.

In infantile diarrhoea never give medicine to check the movement of the bowels, except upon the advice of a physician. The right treatment is to cleanse the bowels of the irritating secretions which are the cause of the trouble. Many mothers have found Baby's Own Tablets, the Canadian children's remedy, immensely valuable for this serious malady. For example, Mrs. Geo. Foster, of St. Thomas, Ontario, says: "My baby was troubled with diarrhoea and was very restless and cross, and got but very little sleep, and I hardly knew what to do for her. I got some Baby's Own Tablets and after giving them she could sleep well and her troubles became regular. I am very pleased with the Tablets and think them a fine medicine."
Baby's Own Tablets contain no opiates and are a perfect remedy for teething troubles, constipation, colic, indigestion, simple fever and worms.
Get chemists, or from the Dr. Williams' Medicine Co., 98-222 Broadway, New York, at 20 cents the vial, post free.

NOTICES.

THE MOTOR UNION INSURANCE CO., LTD.
(Incorporated in England.)
Being Agents for the above COMPANY, we are prepared to issue POLICIES against FIRE, MARINE LIFE and MOTOR ACCIDENTS at current rates.
For further particulars, please apply to:—
UNION TRADING COMPANY,
Prisco's Building. General Agents.

CARS on HIRE

Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars Always in Readiness.

Phone 977 & 2539

MERCURY GARAGE CO.,
49-51 Des Voeux Road Central.

Arrangements for Special Occasions

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS

GRUICKSHANK'S COUGH BALSAM.

For the relief of Bronchial, Pulmonary, Spasmodic, Asthmatic Coughs, loss of Voice, and all Throat and Lung irritations.

PRICE \$1.00 per bottle.

PREPARED ONLY BY
VICTORIA DISPENSARY,
TELEPHONE 298.

統 The Wing On Co. 永安有限公司

辦寰球貨品

UNIVERSAL PROVIDERS
Most up-to-date and Cheapest House in Hongkong.
Address: DES VOEUX ROAD AND CONNAUGHT ROAD CENTRAL.
Telephone: Nos. 186 & 188

JAMES STEER.
8, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

Tel. 2877. Tel. 2877.


Allenburg's Foods

The best alternative to Human Milk.

MILK FOOD No. 1: From birth to 3 months
MILK FOOD No. 2: From 3 to 6 months
MAILED FOOD No. 3: From 6 months onwards

There is a greater demand than ever for the Allenburg's Foods, both at home and abroad, which existing conditions render it possible only partially to meet. Government restrictions of Exports, scarcity of material and shortage of shipping accommodations are difficulties that cannot be altogether overcome until hostilities cease. Supplies will be increased as soon as possible, and in the meantime we would claim the indulgence of consumers of the Allenburg's Foods for any inconvenience experienced by them.

ALLEN & HARRIS LTD.
Established 1718.
LONDON, ENGL.



WATSON'S
E
THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.
POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY, NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.
A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.

Powell Ltd
TELEPHONE 346

SPECIAL SHOW
THIS WEEK
OF
ELEGANT EVENING
GOWNS.

The "China Mail" is now on sale at, and will be delivered by, Messrs. W. G. Humphreys and Co. Shamen, Canton, who have been appointed our agents.

BIRTHS.
BRUNETTA.—On February 27, at Shanghai, to Mr. and Mrs. D. C. Brunetta, a daughter.
J. LUNT.—On February 27, at Shanghai, to Carol and Olga Lunt, a son.

DEATHS.
DUTTON.—On the 6th inst., Sydney Margaret (Peggy) Dutton, aged 18 months, beloved daughter of Margaret McGregor and S. H. Dutton.
ANDERSON.—On February 27, Arthur Anderson, late Chief Officer str. Kwanping, buried at sea, near Colombo.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, FRIDAY, MARCH 7, 1919.

THE CENSORATE.

They say it is foolish to dog a dead horse. This is a kick at a dying one. The Censorate, which is more of an ass or a mule than a horse, is on its last legs. Good ridance! Amiable as is our disposition, we would rather not talk about it, because the mere thought of the outrages of which this "necessary evil" has been guilty fills us with a desire to utter large and explosive noises, expressive of our contempt and loathing.

Everywhere (not only in Hongkong) it was the same. Everywhere its conduct was a mixture of ignorance, crass stupidity, bumble-brain, red tape, and arrogance which provokes our hypothesis, previously postulated, that the mentality of the Services is not suited to such positions of authority. Indeed, so well is it recognized that militarism in power over the public is a case of a "beggar on horseback" that the Constitution itself has special safeguards against it. During the panic caused

by the great war, these, with other precious brights, were jettisoned. To give evidence of Censorate's stupidity was easy. There is a tremendous wealth of material. More in scorn than in anger the Press has been printing examples all along.

They made the people laugh. The people, not realizing that it was anything more than a quarrel between Press and Censorate, not realizing, that is to say, that it was a direct affront to themselves when the Censorate overrid the high-handed business, laughed. So might an infant laugh, standing in the trail of a venomous snake. So did the people of Pompeii make merry, before the peril that they knew about ignored. Sometimes, of course, it would have been hard not to laugh, as when the British Censorate forbade the publication of details of a new comet that was notified as passing through the belt of Orion, a fact which is vouched for by the Director of the Copenhagen Observatory!

In Hongkong we had to complain of a most pernicious pettiness of procedure. Shanghai papers were coming to the Colony, containing news that we were forbidden to print. The public, naturally, blamed the newspapers. If Shanghai papers can get this news, why can't you? That was a common reproach to Hongkong newspapers. But if that had been all. There were four news-papers in Hongkong whose editors (partly because there were no consistent and intelligible instructions as to Censorate requirements) took varying views of their duty. Thus one paper would loyally submit to the Censorate an item which would be so easily perverted, while another would print the very same item, without any action being taken. This happened more than once. One would have thought that at least an ally department would have noticed this, and if it did not think it desirable to do more, it should at least have acknowledged the scrupulous loyalty of the editor who did his best to meet it. On the contrary, this one was harassed by all sorts of querulous complaints, and warnings, and advice.

The object of the Censorate was to prevent the publication of news likely to be of use to the enemy. So they said. So we were told. If the Censorate everywhere had acted on that, that had been the one test of its ability for publication there would still, possibly, have been dif-

ferences of opinion; but a great deal of unnecessary monkeying would have been avoided. What happened all over the place, however, was that individual censors conceived they had the right to veto writings which did not appeal to their personal taste or suit their own private convictions. They took it upon themselves to decide what was good for the public, quite apart from all consideration of the military object of their job. They did just as they liked, and there was no appeal. If it were not fair to admit that about once in ten times they did prevent a mischievous publication, we would be inclined to prepare this epithet for them: *Gratia anhelans, multa agendo nihil agens*. When the Censorate is finally and irrevocably dead, however, we shall have calmed down. We shall be content with "Good Ridance, R.I.P."

"This is the voice of the Censor— I heard him complain 'Fido! defender!' They're at it again! Here's a Latin quotation— Sober as I glow— With a marked exclamation— 'Now what can it mean?'"

"That it means something ill Is most painfully clear: If it doesn't kill it will. For that's just why I'm here That's the reason I'm sitting Six hours a day Verbal hairs sweetly splitting— On excellent pay."

"There's no way that you write Which I can't read away I can spot it at sight With my basilisk eye I've the keenest of scent And my mind can recall What you mean when you meant Simply nothing at all."

To-day's dollar stands where it did, at 3s. 13-16d on demand.

A mosquito was heard in Hongkong early this morning. What are the Police doing?

The friends of Mr. and Mrs. S. H. Dutton are condoling with them on the death of their dear little baby daughter, "Peggy."

The *Empress of Japan* is advertised to sail from Hongkong on the 19th inst. and is due to arrive at Vancouver on 9th April.

People on boarding-house verandahs really must not throw banana skins down on the street. They may not stay, but they annoy.

The Japanese papers in Kobe report that local Germans are meeting from time to time and conferring on "means to revive commercial competition after the conclusion of peace."

Shanghai is boasting about the care its police exercise in examining candidates for chauffeurs' licences. The details given indicate some thoroughness, but why not employ an "alienist" to see that they haven't homicidal mania?

Owing to repairs being made to St. Peter's Church, West Point, arrangements have been made, whereby the following services will be held on Sundays until further notice: Holy Communion at 8 o'clock a.m. at St. Stephen's Church and Morning Prayer and Sermon at the Diocesan Boys' School at 11 a.m.

A Chinese coolie employed at the Taikoo Dock stole several pieces of iron which he concealed underneath his trousers. On going out of the gate of the yard one of them dropped out and gave him away. One month and four hours' stocks was the sentence he received from the Magistrate this morning.

Miss Louisa Myer, living at No. 3, Wing Hing Street, Bay View, when summoned before Mr. J. R. Wood this morning for not taking out a licence for a dog, informed his Worship that the dog, which belonged to her mother, came over from Macao. It would be taken back there when her mother returned to Macao. Having regard to her statement, Mr. Wood withdrew the summons.

In this week's Shanghai *Municipal Gazette* is published the Council's acceptance of the offer of Mr. Edward I. Ezra, chairman of the Chinese Educational Committee, to provide scholarships at the Hongkong University for two pupils from the Public School for Chinese and one from the Ellis Kadoorie Public School for Chinese. Mr. Ezra has offered to pay the pupils' passages to and from Hongkong, all fees and board and lodging for a period of four years.

RESPONDENCE DUE TO CONSTIPATION. WOMEN often become nervous and despondent when this is due to constipation. It is easily corrected by taking an occasional dose of Chamberlain's Tablets. These tablets are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

The conduct throughout of all the Kwangsi officials from the highest to the lowest left nothing to be desired. Their expressions of sympathy and regret were obviously sincere, and their anxiety to make what amends were possible was most marked.

The Chinese Mail has pleasure in publishing the following report from the Consul-General at Canton:—

Misleading accounts of what took place in connection with the outrageous assault by Chinese soldiers on the Acting British Consul and the Consul Constable at Wuchow, and inaccurate statements as to the repatriation made and the mode of settlement effected, having appeared at intervals in the foreign Press, it is considered desirable that the actual facts be placed officially on record.

Towards evening on February 20, 1919, whilst the Consul General's coolies were clearing the gig on the right bank of the Fu River, a Chinese sergeant—formerly stationed in a fort to the rear of the high ground, on which the Consulate stands, approached them under the influence of liquor and attempted to molest the wife of one of their number. The chief of the woman attracted the attention of the Consul Constable, Mr. J. M. Groves, who promptly came up and ordered the sergeant away. The latter then crossed the river and collected on the left bank some eleven Kuangsi soldiers, part of a detachment despatched by Colonel Ma, commanding at Pinglo, to fetch ammunition from Wuchow. With these he re-crossed and attempted to arrest the Consul Constable outside the Consular offices. At this juncture the Acting Consul, Mr. S. Wyatt Smith, who was going for a walk with his wife and two children, approached the scene and endeavoured to intervene. So far from listening to his remonstrances, the soldiers trussed both him and the Consul up, and with the butts of their rifles drove them down the foreshore into a sump, the Consul being receiving a nasty cut on the forehead in the process. On arrival on the other side they were hustled to the Yamen of the Defence Commissioner General. Huang Pei-kuei, Defence Commissioner for Lungchow, officiating at Wuchow, and left there. The party received every consideration at the General's hands, and in the course of the night the arrest was effected of all concerned in the outrage. Both Consul and Constable, in addition to the bodily injuries received, were prostrated by nervous shock, and the mental suffering endured by their families, who saw husband and father led off to what they imagined to be immediate execution, need not be described.

On February 24, H.M. Consul-General at Canton was instructed by H.M. Minister to proceed to Wuchow and hold an enquiry. He arrived there on Feb. 28, and in the course of the same afternoon arranged with General Huang the following terms of settlement:—

1. Colonel Ma is to make a written apology to Mr. Jamieson for the outrage committed by soldiers under his command. Colonel Ma at the very earliest opportunity is to proceed to Wuchow and, on behalf of the troops under his command, to make a personal apology to Mr. Wyatt Smith and to Mr. Groves.

2. As many as possible of the garrison at Wuchow to be assembled on the foreshore and to salute the British flag. All officers to wear full uniform. At parade, General in command will address the troops explaining the seriousness of the offence committed by the soldiers and the meaning of the salute to the flag. An official photograph of the parade and salute will be taken, and copies furnished to His Majesty's Government. At the same time the Wuchow forts shall fire a salute of twenty-one guns to the British Government.

3. A report of the proceedings and various forms of apology made shall be drawn up, and after submission to His Majesty's Consul for his approval, shall be published in all Kwangsi and Kwangtung newspapers.

4. The sergeant shall be executed. The remainder of the soldiers are liable to the death penalty also, but at request of Mr. Wyatt Smith, the punishment has been commuted to imprisonment in extreme degree. Account of this shall also be included in newspaper reports.

5. In full compensation for the bodily and mental injuries suffered by Mr. Wyatt Smith and Mr. Groves and their families, the sum of ten thousand dollars shall be paid.

The same night these were telegraphed to the Military Governor of the Province, General Tan Hao-ning, and his telegraphic acceptance thereof was received within 24 hours.

Article 2 was carried out at noon on March 2, when detachments from all the camps and forts round about Wuchow, over which the British flag was flown whilst the royal salute was being fired, and returned, were paraded and addressed as prescribed. After signature of the protocol, at 4 p.m., Mr. Jamieson left for Canton in H.M.S. *Taranulua*. For the time being H.M.S. *Moore* remains at Wuchow.

The conduct throughout of all the Kwangsi officials from the highest to the lowest left nothing to be desired. Their expressions of sympathy and regret were obviously sincere, and their anxiety to make what amends were possible was most marked.

The following of the series of the Club Championship events of the season were sailed off on Saturday last.

HANDICAP CLASS.
Event No. 7. Course—Mark Boat in Quarry Bay (P), Cust Rock (S), Channel Rocks (S), Lyemun Beacon (S). Distance—9 Miles.

Yacht.	Handicap on Course.	Finishing Time.	Corrected Time.
Dione	2.15	4.13.42	4.15.57
Rolla	1.30	4.16.04	4.17.34
Jessica	1.30	D.N.S.	—
Diana	6.45	D.N.S.	—
Colleen	6.45	D.N.S.	—
Dorothea	6.00	D.N.S.	—

EVENT NO. 8 FOR OTHER CLASSES.
Course—Channel Rocks (P), Kowloon Rock (P), Mark Boat at Starting Line (P), Channel Rocks (P), Kowloon Rock (P). Distance—8 Miles.

Yachts.	Handicap on Course.	Finishing Time.	Corrected Time.
Ailsa	Scratch	4.14.42	4.14.42
Bonita	"	D.N.S.	—
Daphne	"	Disqualified	—
Halcyon	"	D.N.S.	—

HEYWARD-HAYS CLASS.

Yacht.	Handicap on Course.	Finishing Time.	Corrected Time.
Ursula	Scratch	4.26.52	4.26.52
Dawn	"	D.N.S.	—
Lysbeth	"	4.24.53	4.24.53
Liza	"	D.N.S.	—
Owl	"	D.N.S.	—

Gael Class.

Yachts.	Handicap on Course.	Finishing Time.	Corrected Time.
Gael	Scratch	4.44.40	4.44.40
Joan	"	4.41.00	4.41.00
Thecla	"	D.N.S.	—
Asthore	25	4.55.19	4.53.54

"URSULA" PRIZE.
The fourth and last of the series of races for the above prize was sailed off on Monday evening in a fresh E.S.E. breeze over the following course—Start from Murray Pier, Meyer's East Buoy (P), Kowloon Rock (P), Cust Rock (P). Distance—5.3 Miles.

Yacht.	Handicap on Course.	Finishing Time.	Corrected Time.
Ailsa	Scratch	6.31.34	6.31.34
Bonita	"	6.34.22	6.34.22
Daphne	"	6.36.04	6.36.04
Halcyon	"	D.N.S.	—
Ursula	2.39	6.56.49	6.54.10
Dawn	2.39	Disqualified	—
Lysbeth	2.39	D.N.S.	—
Liza	2.39	Time not taken	—
Owl	3.06	6.55.31	6.53.25
Gael	3.06	D.N.S.	—
Toinette	3.06	6.58.37	6.55.31
Joan	3.47	D.N.S.	—
Dorothy	3.47	D.N.F.	—

FOOTBALL.
TO-MORROW'S PROGRAMME.
SHIELD FINAL.
There is a fine game down for decision on the Club ground this week-end and followers of the Soccer game are assured of a good exhibition of the game in its scientific sense, for are not the South China playing? The mere mention of this team is sufficient guarantee of fine football. The H.K.F.C. also, is a fine combination, with the advantage of weight on their side. Thus it is likely that top class football will be witnessed in Hongkong for the first time this season. That is of course, after making due allowance for the match St. Joseph's-South China on boxing day in connection with the same competition. A "battle Royal" can be expected, and the keen interest shown by local enthusiasts will not be met with disappointment. There is much speculation as to which team should win the Shield and as it takes a prophet to forecast the result, we will not venture an answer. All we can say is "wait and see!" Although earlier in the week it was thought that the Chinese would be unable to play after their strenuous game at Canton last week, they have happily recovered from the effects of that match and both elevens will be at full strength and out to win. Mrs. Holyoak has kindly consented to present the Shield and medals to the members of the winning side at the conclusion of the game.

There will be no First Division Hongkong League match to-morrow. There is only one Second Division League match down for decision and that is between the Kowloon F.C. and the Staff and Departments. In this match, the Staff seem the sure winners, but there is no knowing what the young blood on the Kowloon side are capable of, and a surprise would not be at all out of the way.

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SELECTED TEAMS.
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YESTERDAY'S DIVISION I. MATCH.
NAVY BEAT R.E. 4-0.
In this match which was played at Happy Valley yesterday afternoon, the Navy consolidated their position in the First Division League by defeating the Royal Engineers to the tune of four goals to nil. It was very interesting, especially in the first half. The supporters were early aggressive and went out goal getting almost immediately after the opening whistle sounded, and in a fine break away, invaded the sailors' territory and tested Crocker severely. This worthy in the Navy goal proved equal to the situation and saved repeatedly in a brilliant manner. After this fine feat, there was no stopping the sailors, who had the game all to themselves, despite the fact that the sailors had a strong wind in their favour. In their second attack of the sailors' goal, the supporters had a fine chance to equalize, being awarded a penalty. This was taken by Townsend who shot nicely, but Crocker, who was playing a consistent game as Naval custodian effected a save which brought him much applause from the spectators, knaki and blue alike. Townsend and Powell were responsible for some fine dribbling but were met with sturdy opposition on the part of the Navy buccies who were always in a position to spoil these worth-eu-gine. The supporters showed some fine football but were very unlucky in not being able to score. On several occasions when a score seemed inevitable, they allowed their chances to be snatched from them in the nick of time. The Navy in their turn were awarded a penalty for "hands." McNeven took this and found no difficulty in converting. Neal followed on with the third goal soon after this, as the result of a fine combined run by the Navy's forward string. The fourth goal came from another penalty. Neal, this time converting. The final whistle found the score sheet as follows:—
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EXTRAORDINARY MEETING.
An extraordinary meeting of this Company was held this afternoon at Jarlana, Matheson's Office. The following shareholders were present: Messrs. J. D. Kew, P. K. Kwok, K. F. Lay, A. W. Heron, S. G. Newell, A. E. Crapnell, C.

THE HOUSING QUESTION.

(Continued.)

The housing problem promises to become more acute in the near future. During recent months purchases of property by Japanese and Chinese have been recorded. Fortunately instances of negotiations falling through have reached us, in one case at least through the publicity given in the Press to an intended purchase.

There are at the moment further purchases in the air and as they include some places used as boarding houses, such will aggravate the existing shortage. The purchase of Bonconfield Avenue will also throw a number of families on the house-searching market.

Candidates for the Legislative Council readily promise to give the housing problem foremost consideration. Such consideration might also be given more prominence by the existing unofficial members. In any case there seems little probability of anything tangible being effected for a couple of years if matters take the usual course. Long before that period expires the situation will be very serious.

In pre-war days the Military Authorities occupied a number of houses in Kowloon for officers and soldiers' families. From careful enquiries made on the Peninsula, we estimate the number at 40. This is a conservative estimate. It is said to be nearer 50. With the garrison changing, the new arrivals came without families and the Military Authorities released these houses which were then snapped up by civilians.

Further there are now few officers, either Naval or Military, living in private residences. There were many before the war.

At the moment the situation in respect of the Military occupying civilian residences is exactly reversed. There are about 40 civilian families occupying military quarters.

Reuter's telegrams recently told us that arrangements were being made to send soldiers' wives to join their husbands in the Colonies. From enquiries we hear that some may be expected shortly here. When the normal state of the garrison is resumed it is expected that the proportion of married soldiers will be greater than in pre-war days, as there is no restriction upon married men joining the Armies of Occupation, and all war separation allowances will be continued. Improved pay also makes the Army more attractive. The state of the old country and the long separation of most of the men have already induced it is unlikely to induce them to leave their families at home.

Even if the same number of married soldiers come as were here before the war it will mean about 80 residences taken from civilians. To that has to be added the number of houses for Naval and Military officers which will be considerable as it is well known that many officers are married nowadays. Taking the numbers of officers we hear whispered to be in the post-war garrison, at least a similar number must be added to that just mentioned.

We think we have made it abundantly clear that there is every probability of at least 150 residences being searched for in the not distant future. It can readily be imagined what a serious matter it would be if the situation arose at the moment. Wherever could 150 families find a roof now, or next month?

Is the Government doing all it can in the matter? Is it doing anything? We hear precious little from the Unofficial Members about it. Mr. Alves' scheme, praiseworthy as it may be, is of little practical use. The houses he offers for purchase by gradual payments are already occupied and therefore do not make additional housing accommodation.

The big land and building companies enjoy many privileges but they seem to prefer to erect tremendous edifices. If some of the land at present in possession of the Military Authorities in the vicinity of the City were handed over to them, imposing offices, etc., would be run up, and not rows and rows of European houses or flats which are more urgently needed by Europeans. There seems a conspiracy to push the people of moderate means right away from the City so that travelling expenses must be incurred, which added to rent makes it just as expensive, or more so, than living close to town.

What is wanted to relieve the situation is for the Military Authorities to build more quarters so that no houses are wanted from the civilian population for officers or the overflow of military families. The Admiralty should build quarters for all their European Dockyard employees. The local Government should make it worth somebody's while to build a number of terraces where Europeans can get somewhere to live in decent surroundings at such a rent as can be afforded by the many men receiving a salary of \$800 a month, or less. There appears to be plenty of room for such a project in the vicinity of Kennedy Road.

There is no doubt that the Government should seriously consider this question, without any delay. Ample opportunity here exists for the mem-

SHANGHAI CONFERENCE.

THE HITCH.

The China Mail correspondent at Shanghai wired that the Chinese Peace Conference had resumed, and spoke of better hopes of it. There had been a hitch, owing to Tang Shao-yi's refusal to discuss anything but the fighting in Shensi, which was a breach of the armistice. The fifth session was held on Feb. 20, and Tang Shao-yi blamed the Tuchen Chen for the Shensi fighting, and demanded his removal. Peking had not replied next day. The Southern party is dead against the Tuchen and militarism, on principle. The China Mail considers they are in the right, and that the military party at Peking have succeeded in making the President a mere figurehead, and Parliament a farce. If the following telegram quoted from *L'Echo de Chine*, February 18, is authentic, this is clear enough. The quotation is as follows: "Encouraged by Little Hau, the Tuchen of Shensi, Chen Shu-fan, has sent a telegram to the Government stating in substance 'my troops and those of the other generals continue their victorious advance. Soon Shensi will be completely in our hands.'"

YANGTZE SHIPPING.

In an editorial discussing the decrease in ocean-going shipping at Yangtze ports, *Shipping and Engineering* says:

As regards the nationality of the vessels, as was to be expected, the flag of Britain has lost a little year by year while that of Japan has increased, but the change has not been of a disquieting degree when the calls of the world upon British tonnage are considered.

At Hankow, for instance, the proportion of the whole under the British flag in 1914 was 39.5 per cent.; in 1917 it was 34.2 per cent. and in 1918 it was 30.6. The proportion of Japanese tonnage in the same periods was 29.3 per cent., 30.8 per cent. and 32.5 per cent. The same applies to the other ports with the exception of Nanking where, although the British loss was greater, the Japanese gain was about the same. The proportion of British tonnage here in 1914 was 66.2 per cent. whereas in 1917 it was 45.7 and in 1918 40.7 per cent. The Japanese tonnage, in the same periods was 32.0 per cent., 28.1 per cent. and 30.2 per cent. What Britain has lost, therefore, has been fairly distributed among other flags and has not fallen as prize to the shipping of any one nation.

THEATRE JOKES.

Even for their farewell performance last night, the "Vanity Fair" company had a very poor audience. There were two opposition shows, of course, which partly explains it; but it looks as if they had outstayed their welcome. Leslie Holmes, the comic man, was off sick. The others worked hard. Here is a sample of their humour:

George: "Which is the most popular name in the English language?"
Sydney: "Vanity Fair."
George: "That's more than a name. Try again."
Sydney: "Give up, old man."
George: "Why, Lewis."
Sydney: "How do you make that out?"
George: "Why, 'E' stands for England, 'W' for Wales, 'I' for Ireland and 'S' for Scotland."
Sydney: "That's all very well, but what about the 'ell'?"
George: "That's for the Kaiser."

NOT PROVEN.

SEQUEL TO A STERN CHASE.

Readers of the *China Mail* cannot have forgotten the vivid story printed last week, of how our Marine Police chased the launch *Yow Fat*, and found in her wake or near it a large quantity of opium floating in the sea. There were 265 lbs. of the stuff, picked up in the channel between Lantau and Pi Ting. It was in air-tight tins, cunningly buoyed and moored. Unfortunately for the smugglers, the water was only six fathoms deep there, and the moorings seven long, so that the tins showed.

The Police not being able to swear that the *Yow Fat* dumped the stuff, Mr. Wood had to discharge the dozen men charged yesterday.

Members of the Legislative Council who represent the Justices of the Peace and the Chamber of Commerce, to raise a voice for the Brits here most concerned. These have no representative, no voice and no vote. They are disfranchised at home and here in this British Colony, although they pay the Imperial Income Tax and local taxes.

SCOTTISH LETTER.

SCOTLAND PLUMPS FOR THE COALITION.

(From Our Own Correspondent.)

Edinburgh, Dec. 30.

Scotland stands almost solidly behind the Coalition Government, who have obtained 80 supporters; with 14 either against or unpledged. This is a great turn-over from last Parliament when there were 54 Liberals, 15 Unionists, and 9 Labourists. In the new Parliament there will be 32 Coalition Unionists, 27 Coalition Liberals, one Coalition Labourist (Mr. Barnes), 7 Labourists, 6 Asquith Liberals, and one Independent. Altogether the Asquithites put 84 candidates into the Scottish field, and had only 8 successes. Labour met with an equally chilly reception, winning 7 out of the 51 seats contested by its candidates. The Independent candidates numbered 11, and had one victory, in the Western Isles.

Glasgow had more at stake in the election than probably any other city or district in the country. It had been denounced as a hotbed of revolution and rampant Bolshevism, and weird stories were told in the South of the dreadful things that would happen when the Glasgow "rebels" took control of the polling booths. But Glasgow tossed the liberal to the four winds; Bolshevism was completely routed; even moderate Labour failed to win the seats it anticipated; and 14 Coalition seats were captured in 15 constituencies.

Mr. R. Law's triumph in Central Glasgow was something more than a vote for the Government; it was personal. It fulfilled his well-known desire to represent the Division in which he spent his business career, and with which he has had close ties since the days of his boyhood. Hardly less striking, in view of the circumstances, was the victory of Mr. Barnes in the Gorbals Division. Official Labour had disavowed him; John McLeann, the Bolshevist, who was serving a term in Peterhead Convict Prison, was put in the field; yet he came in gallantly at the top of the poll. Not less noteworthy in another aspect were the defeats of Mr. McKinnon Wood, Asquithian ex-Secretary for Scotland, and Mr. Bringle, the talented but querulous pacifist and obstructionist. It is remarkable that these two gentlemen are now so unpopular that they had to forfeit the £150 deposit as a punishment for "unnecessary" candidature.

There was never any doubt about the return of Mr. Churchill and Mr. Willie for Dundee. Their success is one more proof that the decisive factor in an election is the silent voter, the man (and woman) who takes little or no part in the meetings of candidates, who does not figure in heckling bouts, but who knows the value of his vote, and does not fail to make use of it.

A great deal has been said about the surprise defeat of Mr. Asquith in East Fife. But, in paradox form, it was a surprise that was expected. Many of Mr. Asquith's local supporters foresaw disaster, but failed to convince him of the unwisdom of concentrating his attention on distressed Liberal seats in England. While he was touring in the South, East Fife was tinged with criticism of his record as a War Premier. The shortage of munitions in 1916, and the suspicion that Mr. Asquith was disposed to let the Germans lightly down, made fees of many old friends, and led to many Liberal abstentions. In the final phase of the contest the soldiers' vote was no doubt the factor which gave Sir Alexander Sprot his victory over the ex-Premier.

AMROPLANE TRAGEDY AT DUNDEE.

It is now permitted to give an account of an aeroplane tragedy which occurred on 20th September on the Tay-side of Dundee, when three members of the Royal Air Force were killed and a fourth had a miraculous escape with his life. About half-past six in the evening a large seaplane, which carried a number of bombs and a machine gun, was returning to her base after conveying two troop ships on their way to the Murman Coast. A strong south-easterly wind was blowing up the Tay, and the plane was flying with the wind behind her, swooping low over the firth. When opposite the Eastern Wharf she attempted to slew round against the wind and make a bee-line for her base, but in banking she found the wind too strong, and she was driven close to the wharf, almost smashing herself against the masts of a cargo steamer. Making another effort to cut, the wind again caught her, and drove her towards the *ss. Moora*, which was lying against the wharves. Then the crash came. The left wing of the plane smashed against the cross-tree of the *Moora's* foremast, and a loud explosion followed. Planes shot out from the petrol tanks, and the plane fell on to the deck of the ship below. Some anxious inmates followed. One of the wings was entangled with the mast of the ship,

and near it hung one of the bombs from the plane, right above a sea of flame. Two loud explosions came from the body of the plane, and then the crack-crack of the machine-gun. Dundee Fire Brigade came on the scene, and their work was of a highly dangerous nature. Another bomb had been discovered lying on the deck of the *Moora*, and the flames had almost reached it before the firemen managed to get their hose into play. An attempt was made to take a hose into the centre of the ship, but the mate cried not to go down, bombs were there, and himself made a dash. It appears that the *Moora* was armed against submarines, and some of the bombs were stored in the cabin. To everyone's relief the mate was able to reach the bombs and throw them out of a porthole into the Tay. The seaplane, of course, was totally destroyed, the *Moora* was damaged, but a cargo of jute had been removed to warehouses.

BLAIRGOWRIE RECRUITER OF CHINESE.

Soc. Lieut. Fred B. Crockett, Chinese Labour Corps, second son of Mr. Robert Crockett, Holly Cottage, Blairgowrie, has been promoted Lieutenant. Lieut. Crockett, who is a chemist by profession, was a missionary dispenser in China when war broke out, and volunteered for active service. He was sent to France in charge of a large detachment of Chinamen for labour purposes, and a few months later was asked to return to China and recruit another large draft, which he successfully accomplished.

OLD COMRADES.

"Recepto dulce mihi furest est amice"—Horace, II., vii.

What! Vain; here you're back! I'm glad—Na, but I'm fiddin' fair: The times that in the war we had, We'll live them ower again!

My comrade in the fight, the fight—Wherever Brutus led? I've mind when I at Phillipi Flung down my shield an' fed?

I saw when Anthony's evil thrust, Against our flanks impell'd, Made noble chins imprint the dust—And from the scrimmage held.

Me Mercury to safety brought From that dead battle-plain; But you, the tide of battle caught, And swept you in again!

We march'd through Thrace; on Syrian soil Idly in camp we lay, And sought with wine and flowers and oil To break the lingering day.

And here you are return'd at last To Italy and Rome! May Fortune all my future blast But you, are welcome home!

Come to my arms, come to my house, We'll spend a festive day, And, if we do not drink carouse, May I gang geyzend aye!

They drank in Thrice—they taught us just! By Jove we will not spare, Now the time serves, to do a bust: An' where's the harm o't? Where?

It's braw at times to give a loose From a' that's prim and proper; Yet at the drinking let's be dooce, Or we may come a cropper!

HUGH HALLIBURTON.

THE CHINAMAN AND THE LOTTERY.

In recent years not a few Orientals have come to Scotland for education. This explains an interesting incident which took place some time ago in the Straits Settlements during a campaign on behalf of a war funds lottery, according to "Looker-On" in the *Glasgow Evening News*. My informant, a Greenock man long resident in the Far East, says that there arose an outcry against the immorality of such methods, and at a public gathering to promote the lottery an educated Chinese merchant rose and declared that, in the words of Scotland's national bard, "the rigid righteous is a fool; the rigid wise, another." Burns' lovers will recognise the quotation as from "Address to the Unco Guid," though they would hardly have looked for its so apt use by a Chinaman.

ANOTHER CHINA STORY. The *Glasgow News* is also responsible for the following:—Apropos of the same point, I may recall an episode in China, which happened shortly before the war. The son of a Chinese millionaire, a youth educated in Aberdeen University, was attending his father's funeral. Wearied at last with the long and tedious and antiquated ceremonial, he made strenuous objection to being further dragged round in a seemingly endless procession, and declared, "Here, I'm for no more of the farce. Besides, I'm not a Chinese; I'm a Scotman!" That did it!

A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulder pains in the side and chest and rheumatic pains are some of the diseases for which it is especially valuable. Try this liniment and become acquainted with its qualities and you will never wish to be without it. For sale by all Chemists and Storekeepers.

THE DUTIES OF REVENUE OFFICERS.

VOLUNTARY HELP TO SHORT-HANDED POLICE NOT WELCOME.

A definition of the duties of Revenue Officers was given by Mr. J. R. Wood at the Magistrate's this morning in a case in which a Chinese was charged at the instance of a European Revenue Officer with unlawful possession of a roll of cloth at one of the West Point wharves. His Worship said that he did not want Revenue Officers to bring in any charges except what came under their jurisdiction. To a suggestion made by Inspector Macdonald that the Revenue Officer could give his evidence as a witness in the alternative, his Worship said it could not be. He would discharge the Chinese.

NOMINATIONS IN.

Mr. C. G. Alabaster's nomination as representative of the Justices of the Peace on the Legislative Council has been proposed by Mr. Montague Ede, seconded by the Hon. Mr. P. H. Holyoak.

Mr. H. W. Bird was proposed by Mr. A. O. Lang, and seconded by Mr. G. C. Moxon.

The election will take place at the Supreme Court on the 10th instant.

TO-DAY'S ADVERTISEMENTS.

BILLIARDS.

PALACE HOTEL, EXHIBITION GAME.

THE Game of 500 up between Capt. T. E. B. GREEN and Mr. J. GROSSON which was to be played last Saturday at the Palace Hotel and was postponed owing to Capt. GREEN'S indisposition will take place TO-MORROW, March 8, at 8.30 P.M.

HONGKONG FOOTBALL SHIELD.

FINAL.

SOUTH CHINA ATHLETIC.

HONGKONG FOOTBALL CLUB. at 4.00 P.M. on CLUB GROUND SATURDAY, 8th March, 1919.

ADMISSION—STAND \$1.00.

SEATS, 50 cts. LADIES FREE. MEMBERS' FREE LIST SUSPENDED.

G. GERRARD, Hon. Secretary.

HONGKONG FOOTBALL SHIELD. Hongkong, March 7, 1919.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, COLOMBO, & STRAITS.

THE Steamship

"CARDIGANSHIRE."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns where they are hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by March 14, 1919, at 5 P.M., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on March 14, 1919, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.

Hongkong, March 7, 1919.

NOTICE.

MESSRS. W. G. H. M. PHREYS & CO.

Shamoen, Canton, have this day been appointed AGENTS for

the sale and distribution of

the "CHINA MAIL" in Canton and the surrounding districts.

March 11 1919.

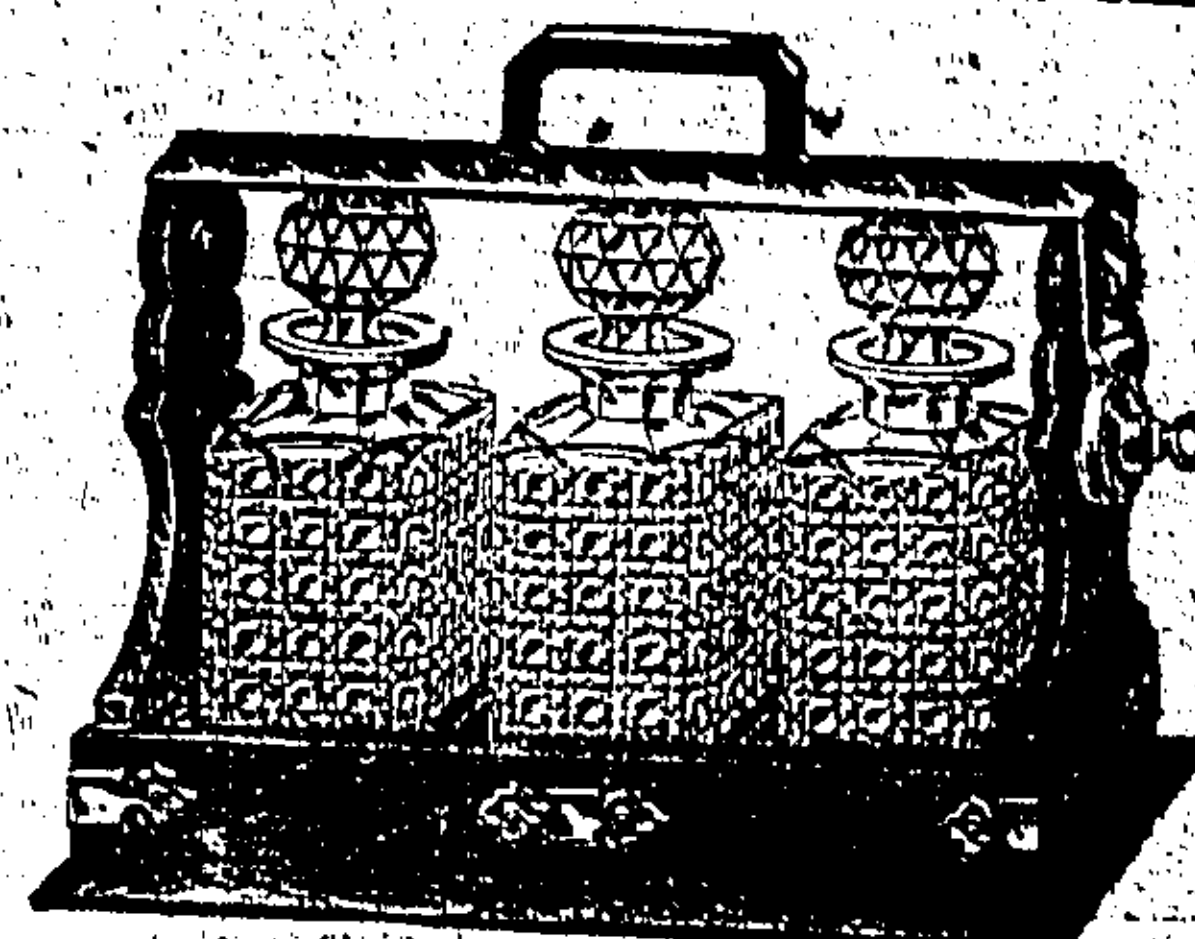
NOTICES.

Lane, Crawford & Co.

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COMMUNITY PLATE

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SUITABLE FOR

WEDDING AND COMPLIMENTARY GIFTS.

CHRISTENING GIFTS IN SILK LINED CASES.

NEW

RECORDS JUST ARRIVED

A 2408 [SOMEWHERE IN FRANCE WHEN THE GREAT DAWN'S SHINING] TENOR
A 2063 [BACHELOR DAYS ON LAKE CHAMPELAIN] QUARTETTE
A 5638 [MISSOURI THE WALTZ WE LOVE] WALTZ
C 1916 [A LITTLE BIT MORE COME WITH ME] FOX-TROT ONE-STEP

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British throughout for nearly 90 years. Is a National Necessity everywhere. A copious, clear, germ-free supply always obtainable, with the water as sparkling as when drawn from the spring.

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UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
TO
MARSEILLES & LONDON.
Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NORE"	14th March	20th April	2nd May
"NOYARA"	14th March	23rd April	3rd May
"NELLORE"	19th April	27th May	7th May

*Will take some bottom cargo to Rotterdam. Not available for Passengers.

SINGAPORE AND BOMBAY.

S.S.	Leave Hongkong about	Due Bombay about
"DILWARA"	14th March	31st March

SHANGHAI, MOJI, KOBE &c.

S.S.	Leave Hongkong about	Due Shanghai, Moji, Kobe &c.
"NELLORE"	19th March	Shanghai, Moji, Kobe &c.

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—
P. & O. S. N. Co. Office, E. V. D. FARR, Superintendent.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA).
FOR VANCOUVER AND SEATTLE.
For Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

*KING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
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AND APCAR LINE

Sailings from Hongkong.
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THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)
Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For JAPAN, BORNEO MARU, due on or about 10th Mar.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

FOR NEW YORK

THE Steamship
"BOLTON CASTLE"
will be despatched on or about the 11th March.
For space and particulars apply to—
DODWELL & Co., Ltd., Agents.

O. S. K.

OSAKA SHOSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON: Monthly direct service via Singapore and Port Said.
"CELEES MARU" Sunday, 9th March.
"ALPS MARU" Friday, 28th March.
CENOA & BOMBAY: Monthly service, sailing cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"KOFUKU MARU" Tuesday, 11th March.
"SEAM MARU" Thursday, 20th March.
MARSEILLES: Monthly direct service via Singapore and Port Said.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, OUBAN & CAPE TOWN via SINGAPORE.
"HIMALAYA MARU" End of March.
BOMBAY, COLOMBO: Regular fortnightly service via Singapore.
"KOFUKU MARU" Tuesday, 11th March.
"SIAM MARU" Thursday, 20th March.
BATAVIA, SAMARANG, SOERABAYA: Monthly direct service.
"SYDNEY MARU" Monthly service, calling at AUCKLAND, N.Z. and ADELAIDE.
"LUZON MARU" Middle of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA: Regular fortnightly service touching at intermediate ports in Japan and calling cargo on through Bills of Lading in connection with Chicago, Milwaukee and St. Paul Railway.
"MEXICO MARU" Friday, 14th Mar., at 3 p.m.
"CANADA MARU" Monday, 17th March.
HAIPHONG: Three times a month service.
"TAITOKU MARU" Wednesday, 12th March.
JAPAN PORTS.
KEELUNG, TAKAO via SWATOW, AMOY.
These steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the SEON TIF WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.
"SOSU MARU" Thursday, 13th March at 9 a.m.
For KEELUNG via SWATOW and AMOY.
"KAIJO MARU" Sunday, 9th Mar., at 10 a.m.
For sailing dates and further particulars please apply to—
K. YAMASAKI, Manager.
No. 1, Queen's Building.
Tel. No. 144 & 145.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.
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TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
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Telegraphic Address: "COUPON" THOS. COOK & SON.
Telephone No. 24.
Hongkong Hotel Buildings, Hongkong.
Agents: SHANGHAI, PEKING, YOKOHAMA, MANILA.
Cable Office: LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	YINGCHOW	Mar. 8, at Noon.
SHANGHAI	YINGCHOW	Mar. 8, at 3 p.m.
SWATOW & BANGKOK	LIANGCHOW	Mar. 11, at 10 a.m.
SHANGHAI	LIANGCHOW	Mar. 11, at Noon.
TIENSIN	KUANGCHOW	Mar. 13, at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	TAISANG	SUNDAY, Mar. 8, Daylight.
SANDAKAN	MAUSANG	TUESDAY, Mar. 11, at Noon.
SHANGHAI via NINGPO	ESANG	FRIDAY, Mar. 14, Daylight.
MANILA	YUENSANG	FRIDAY, Mar. 14, at 3 p.m.

CALCUTTA LINE—This line is now being reorganised and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang. Steamer on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill Lading are also obtainable for Northern and Yangtze Ports.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamer on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill Lading are also obtainable for Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday. Steamer on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill Lading are also obtainable for Northern and Yangtze Ports.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong and other ports in Indo-China.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers and cargo, calling at Sandakan and other ports in Borneo.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihai and Chefoo. Under this service Government Regulations. All European Passengers, leaving the Colony or Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description attached thereto.

For Freight or Passage, apply to—
THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,
Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.
REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.
WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—
DAVID SASSOON & CO., LTD., Agents.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN AND SEATTLE.

FULL POWERED
M. V. LIBBY MAINE
SAILS FOR
SEATTLE—MARCH 15.

FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
JOHN J. GORMAN, GENERAL AGENT.
Telephone 2338. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.
SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	9,000	28th Feb. from Yokohama.
PERIA MARU	9,000	1st April.
KOREA MARU	20,000	22nd April from Yokohama.
NIPPON MARU	11,000	26th April from Yokohama.
TENYO MARU	22,000	3rd May.
SHINYO MARU	22,000	21st May.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALIKO CRUZ, BALBOA, CALLAO, ARICA and TIQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
ANYO MARU	15,000	Mar. 21st.
SEIYO MARU	17,300	May 2nd.
KIYO MARU	17,300	July 18th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—
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CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE
SAILINGS FROM HONGKONG TO VANCOUVER
via NAGASAKI (or Moji), KOBE and YOKOHAMA.

STEAMER	FROM HONGKONG	ARRIVE VANCOUVER
Empress of Russia	18th Mar.	31st March.
Empress of Japan	19th Mar.	9th April.
Empress of Asia	27th Mar.	14th April.
Monteagle	5th April.	29th April.
Empress of Russia	24th April.	12th May.
Empress of Japan	7th May.	28th May.
Empress of Asia	22nd May.	9th June.
Monteagle	10th June.	4th July.
Empress of Russia	19th June.	7th July.
Empress of Japan	2nd July.	23rd July.
Empress of Asia	17th July.	4th Aug.
Empress of Russia	14th Aug.	1st Sept.
Monteagle	20th Aug.	13th Sept.

For particulars regarding passage fares, rates of freight, and other information, apply to—
P. D. BUTTERFIELD, General Agent, Passenger Department.
Phone 728.

For freight rates and through bills of lading, apply to—
J. H. WALLACE, General Agent.
Phone 12.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

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REGULAR SERVICE OF Fast, High Class, Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. EVANS	FRIDAY, 7th March at 1 p.m.
HAITAN	Capt. A. B. Stewart	TUESDAY, 11th March at 1 p.m.

SWATOW & AMOY.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.,
General Managers.

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.
"NANKING" (15,000 tons, American Registry).
"CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
via SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" March 27th, 1919.
"CHINA" April 24th, 1919.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Freight and Passenger Agent.
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Cargo carried on through Bills of Lading from HONGKONG to BELBA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BELBA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—
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JAPAN, CHINA AND STRAITS
TO
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FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED

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SHIPPING

BEIJING WELCOMES FOREIGN VESSELS.

A Brussels dispatch states that the Minister for Railways has introduced a bill into the Chamber granting foreign ships a license to carry Belgian exports and imports on the same terms as have been granted to vessels flying the Belgian flag.

MATSUDA SHIPBUILDING YARD SHUT DOWN.

The Matsuda Shipbuilding Yard, Nagoya, released more than 100 workmen during January with a view to cutting down its business. The Yard, however, was completely shut down on Jan. 31, discharging the remaining gang of 70 men.

BRITISH OFFICIAL CHARTERAGE.

During January last, the British official charterages were quoted at 25 shillings per ton deadweight. According to latest intelligence from London, the above rate has been pressed down to 20 shillings. The charter contracts concluded at the above-mentioned low rate are reported to run for one or two years. Although the Japan charter market has been sharply depressed since the conclusion of the truce, the prevailing charterages are still much higher than the British schedule.

CALCUTTA AS BASE OF N.Y.K. OPERATION.

The N.Y.K. has maintained up to the present (1) the Calcutta-New York and (2) the Calcutta-Seattle services in the midst of a rather sharp competition with foreign steamers since their inauguration last year. The Calcutta-South American service, above all, is steadily consolidating its footing, and the third steamer *Kawachi Maru* has been arranged to be placed on the service, as reported previously. On the last mentioned service, the competition with foreign steamers has been the acutest. It is generally feared that the competition between the N.Y.K. and the foreign steamers on the above-stated three lines will war keener and the rate war will reach its acme when the N.Y.K. further improves all the three services. Whether or not an agreement in the form of a freight conference will be established between the interested parties in the future is a question of much interest on the Japan shipping market.

ESTABLISHMENT OF KAWASAKI KISEN KAISHA.

The steamship company, which has been repeatedly referred to in our previous issues as the *Dairiku Kisen Kaisha*, has been decided to be renamed the *Kawasaki Kisen Kaisha* with the capital of ¥20,000,000. The new company is almost exclusively financed by the *Kawasaki Dockyard Co.*, as reported previously, and will operate extensively with a big fleet of merchantmen to be completed at the *Kawasaki Dockyard*. Business will be started in the near future with 10 cargo-boats, each of 9,000-ton class. The new firm has drawn up a plan to possess 160,000 tons of newly-built vessels within the coming two years, and the sizes of the vessels under weigh will be of 12,000 tons, 9,000 tons, 6,500 tons, and 2,700 tons. The first services to be opened will be the Bombay and North American services. It is reported that an application for participation in the N.Y.K.-O.S.K. Freight Conference on the Bombay line has been sent in. The new company is starting construction of a number of passenger-boats, each of 12,000-ton class—*Manchuria Daily News*.

RECORD FLEET OF STEAMERS AT DAIREN.

On Feb. 13 there were in Dairen Harbour altogether forty-four steamers—the largest fleet ever witnessed in the harbour since the Japanese took over the management of the Dairen wharves.

The O.S.K. s.s. *Andes* (7,772 tons), which brought American-made locomotives, and the N.Y.K. s.s. *Sansai Maru* were the largest.

Every berth along the quays was occupied, and there were besides a good number of ships in the roads, waiting for their turn to be berthed. According to a Wharf Office official, up to a few years ago the monthly totals arrivals at Dairen used to be about 200 at most. Last year the figures remarkably increased to about 200 on an average. During last October the Japanese ships alone numbered 212. The returns for 1918 were 2,893 vessels entered with the aggregate tonnage of 8,210,620 tons.

This bustle has been caused probably by the general dearth of cargoes in Japanese waters and ships are willing to load where available even at very low rates.

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STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong about	Due Marseilles about	Due London about
*NORE	11th March	20th April	2nd May
*NOVARA	14th March	23rd April	3rd May
NELLORE	12th April	18th May	27th May

*Will take some bottom cargo to Rotterdam. Not available for Passengers.

TO BOMBAY via STRAITS & COLOMBO.

S.S.	From Hongkong about	Due Bombay about
DILWARA	14th March	31st March

TO SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai, Moji and Kobe.
NELLORE	13th March	

Tickets interchangeable with B.I.S.N. Coy. between ports, common to both Companies.
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NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
DESTINATION STEAMER & DISPLACEMENT SAILING DATES

Shanghai, Kobe & Yokohama	*Shidzuoka Maru, 12,500 tons WED., 10th Mar., at 11 a.m. *Aki Maru, 12,300 tons FRI., 28th Mar., at 11 a.m.
Nagasaki, Kobe & Yokohama	*Nikko Maru, 8,600 tons MON., 31st Mar., at 11 a.m.
Shanghai & Kobe	*Benton Maru, 8,050 tons SAT., 8th March.
London or Liverpool via Singapore, Malacca, Penang, Colombo, Suez & Port Said.	*Kitano Maru, 15,000 tons FRIDAY, 7th March, at Noon. *Inaba Maru, 12,600 tons SATURDAY, 22nd Mar., at 11 a.m.
Melbourne via Manila Zamboanga, Thursday Is., Townsville, Brisbane & Sydney	*Tango Maru, 13,760 tons WED., 26th March, at 11 a.m.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal	
Bombay via Singapore, Malacca, & Colombo	*Yubari Maru, 6,000 tons FRI., 7th March, at 11 a.m.
Calcutta via Singapore, Penang & Rangoon	*Akita Maru, 8,000 tons WED., 12th March at 11 a.m.

*Omitting Shanghai and/or Moji
Wireless Telegraphy.

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Next sailing from Hongkong:
*Fushimi Maru, SATURDAY, 22nd Mar., at 11 a.m.
*Suwa Maru, MONDAY, 6th May, at 11 a.m.
*Omitting Manila Portbound
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WONG PING WA, Manager.
Hongkong, April 1, 1912.

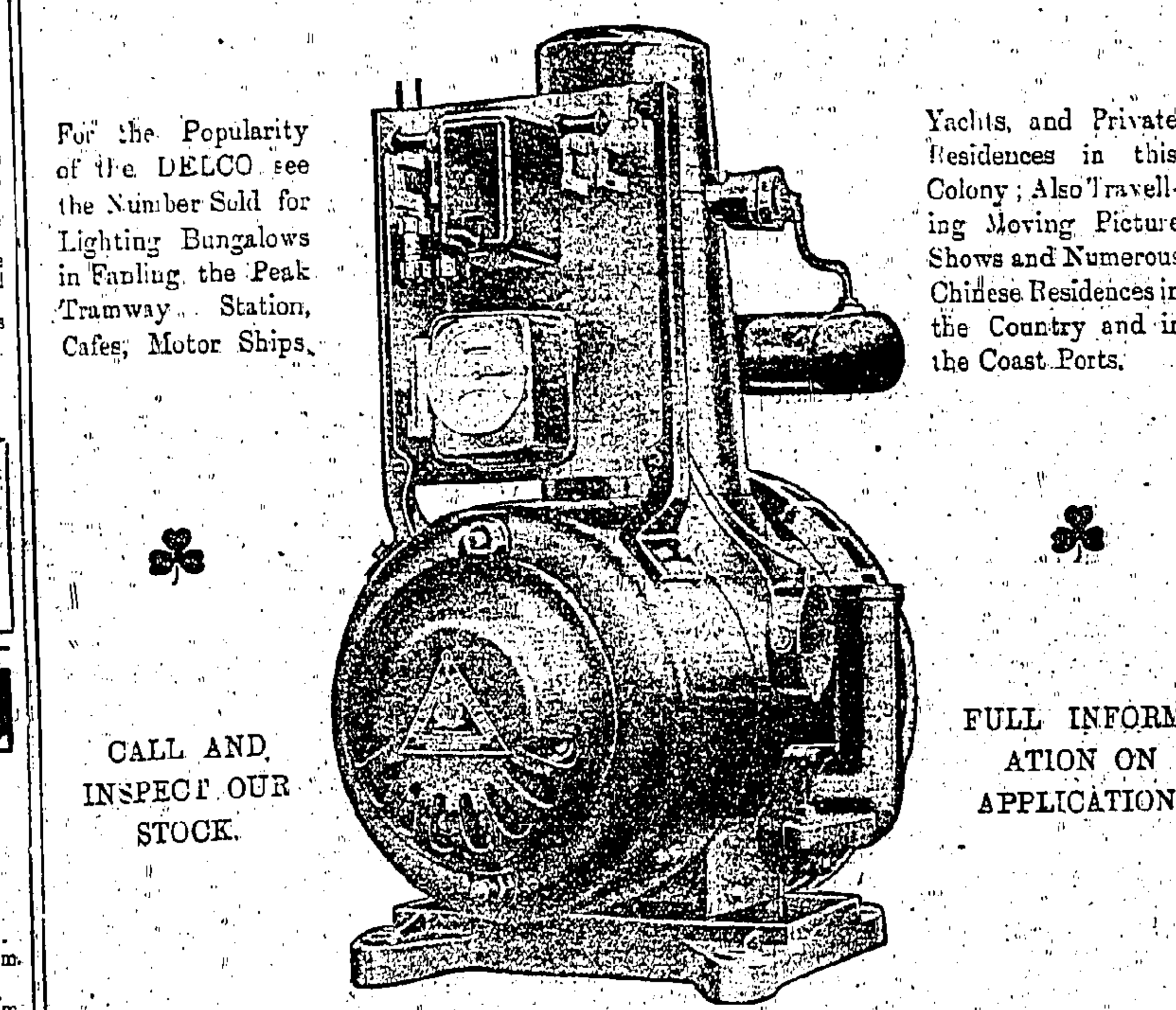
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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DEPARTED
Liverpool via Spara, Pong & Cbo. &c.	Kitano Maru	Nippon Yusen Kaisha	On 8th March
San Francisco via Shanghai & Japan &c.	Pearl Maru	Yokohama Specie Co.	On 1st April
San Francisco via Shanghai & Japan &c.	Tony Maru	Yokohama Specie Co.	On 3rd May
San Francisco via Shanghai & Japan &c.	Yokohama	Yokohama Specie Co.	On 28th Mar., at Noon
San Francisco via Shanghai & Japan &c.	China	China Mail S.S. Co., Ltd.	On 24th April
San Francisco via Shanghai & Japan &c.	Yokohama	Yokohama Specie Co., Ltd.	On 27th March
New York	Yokohama	Yokohama Specie Co., Ltd.	About 11th March
Victoria B.C. & Seattle via S'hai. &c.	Boston Castle	Dodwell & Co., Ltd.	On 22nd Mar., at 11 a.m.
Victoria, Vancouver, Seattle & Tacoma.	Fushimi Maru	Nippon Yusen Kaisha	On 17th Mar., at 3 p.m.
Vancouver via Shanghai, Japan &c.	Mexico Maru	Osaka Shosen Kaisha	On 18th March
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ltd.	On 19th March
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	Middle of March
Australian Ports via Japan	Yokohama	Yokohama Specie Co.	On 28th Mar., at 11 a.m.
Australian Ports via Japan	Tango Maru	Nippon Yusen Kaisha	On 21st March
Australian Ports via Japan	Anyo Maru	Yokohama Specie Co.	On 7th May
Australian Ports via Japan	Seiyu Maru	Yokohama Specie Co.	On 10th March
Japan	Borneo Maru	Jardine, Matheson & Co., Ltd.	On 9th Mar., at 3 p.m.
Shanghai	Yingchow	Butterfield & Swire	On 11th Mar., at Noon
Shanghai	Sinkiang	Butterfield & Swire	On 12th March
Shanghai, Moji & Kobe	Nellore	P. & O. S. N. Co.	On 13th Mar., at 3 p.m.
Shanghai, Kobe & Yokohama	Shidzuoka Maru	Nippon Yusen Kaisha	On 9th Mar., at 10 a.m.
Sandakan	Mausang	Jardine, Matheson & Co., Ltd.	On 11th Mar., at 9 a.m.
Tientsin	Kajio Maru	Osaka Shosen Kaisha	On 11th Mar., at 1 p.m.
Keelung via Swatow and Amoy	S. shu Maru	Douglas, Laprak & Co.	On 14th Mar., at 3 p.m.
Swatow, Amoy & Foochow	Hakun	Jardine, Matheson & Co., Ltd.	On 14th Mar., at 11 a.m.
Manila	Yuen-sang	Nippon Yusen Kaisha	On 18th Mar., at 11 a.m.
Singapore, Rangoon & Calcutta	Kitano Maru	Nippon Yusen Kaisha	On 31st Mar., at 11 a.m.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 11th Mar., at 10 a.m.
Swatow & Bangkok	Li-nghow	Butterfield & Swire	About 12th April
Singapore, Penang, Colombo & Port Said	Himalaya Maru	P. & O. S. N. Co.	On 11th Mar., at 10 a.m.
Mauritius, Delagoa Bay, Durban	Yubari Maru	Osaka Shosen Kaisha	End of March
Bombay, via Singapore, Malacca & Colombo	Yubari Maru	Nippon Yusen Kaisha	On 7th Mar., at 11 a.m.

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Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the connecting steamer for Marseilles and London.
Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
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E. V. D. PARR,
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Hongkong, Jan. 23, 1919.



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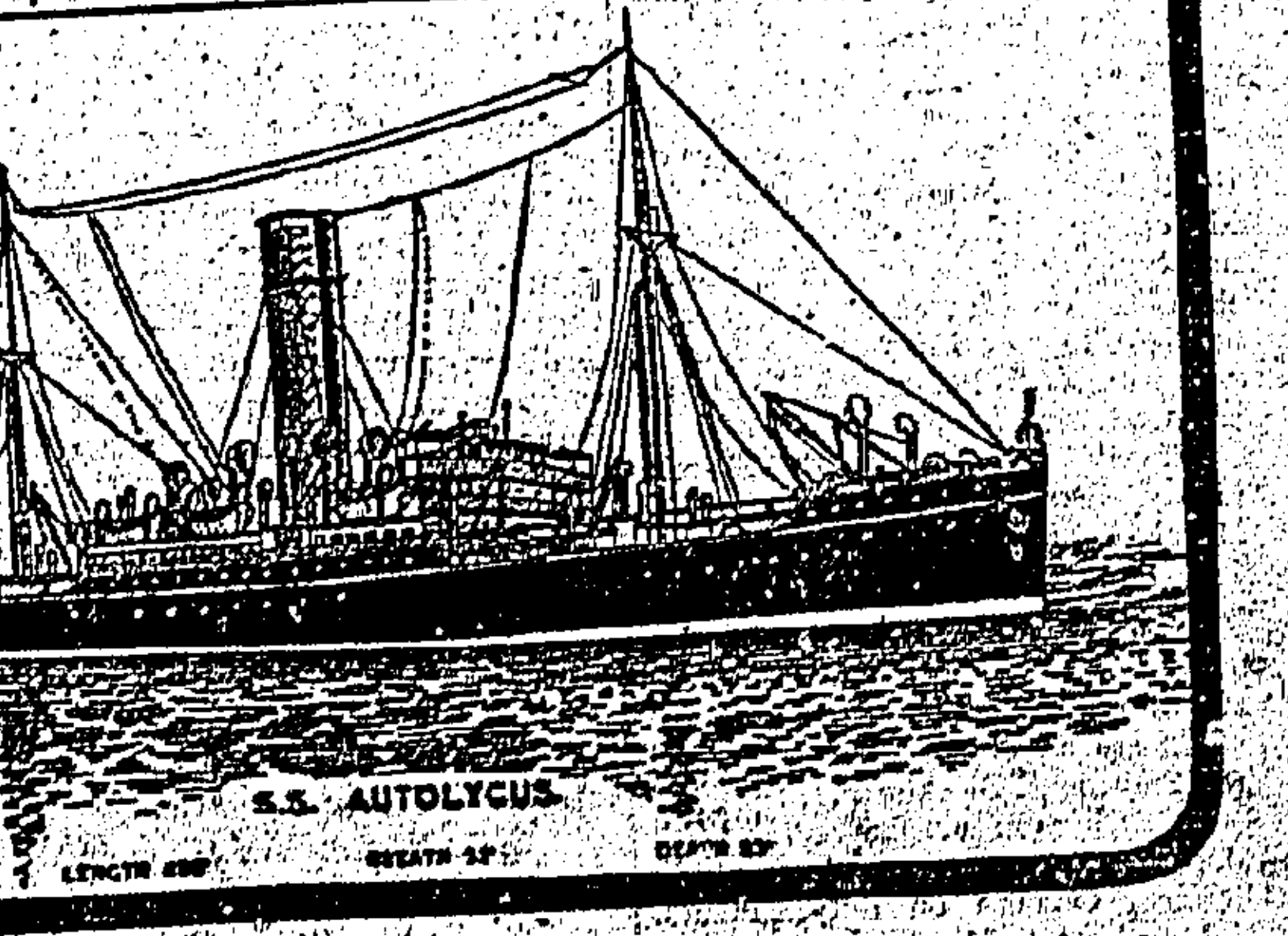
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S.S. AUTOLYCUS

HONGKONG DEFENCE CORPS.

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

STRENGTH.

No. 106 Sergt. J. R. Klingher, Engineer Company, is permitted to resign, on leaving the Colony, to date from 10.3.19. No. 515 Pte. G. T. Edkins, "B" Coy., is permitted to resign, on leaving the Colony, to date from 4.3.19. No. 635 Pte. H. W. Locker, "B" Coy., is permitted to resign, on leaving the Colony, to date from 27.3.19. No. 831 Spr. J. R. McClymont, Engineer Coy., is permitted to resign, on leaving the Colony, to date from 31.3.19. No. 903 Pte. S. D. Hickie, "D" Coy., is permitted to resign, from 7.3.19.

LEAVE.

Captain W. Russell is granted 10 months' leave, from 5.4.19. Lieut. C. W. Beswick, is granted 12 months' leave, to date from day of departure.

C.S.M. A. McKirdy, Art. Coy., is granted 9 months' leave, from 1.4.19. Pte. J. Hooper, "B" Coy., (attached H.K. Police Reserve), is granted 9 months' leave, from 1.4.19.

Gr. W. J. Dexter, Art. Coy., is granted 12 months' leave, from 27.3.19. Spr. T. C. Nixon, Eng. Coy., is granted 9 months' leave, to date from day of departure.

Spr. J. Grimshaw, Eng. Coy., is granted 3 months' leave, from 20.3.19.

EXAMINATION FOR PROMOTION.

Reference Corps Order No. 5 dated 10.1.19, a lecture on Musketry will be given by the Adjutant at Headquarters on Wednesday, 12th March, at 6.00 p.m.

TRANSFERS.

The following N.C. Os. and men are transferred from the units stated below to the Engineer Company, dated 8th March, 1919.—

"A" COMPANY.

No. 288 L. Corp. F. J. Murray, No. 291 L. Corp. P. A. Cardero, No. 374 Pte. Carvalho, No. 402 Pte. S. Ismail, No. 404 Pte. L. L. Lopes, No. 339 Pte. P. T. Rosario, No. 391 Pte. F. N. Silva, No. 411 Pte. J. A. Thom, No. 442 Pte. M. H. Blake, No. 424 Pte. G. H. Haskett, No. 405 Pte. John Mukerjee, No. 447 Pte. T. J. Richards, No. 397 Pte. A. Abbas, No. 399 Pte. N. M. Bux, No. 378 Pte. J. Elias, No. 403 Pte. F. Laurel, No. 408 Pte. J. B. Pomeroy, No. 410 Pte. G. F. da Silva, No. 393 Pte. R. M. Silva, No. 412 Pte. J. M. Xavier, No. 448 Pte. E. M. Sleight, No. 450 Pte. G. H. Wilson, No. 406 Pte. G. A. Neves.

"B" COMPANY.

No. 512 Pte. Smith, F. H. No. 659 Pte. Scott, H. H. No. 625 Pte. Clarke, W. J.

"C" COMPANY.

No. 946 Pte. Lawson, W. G. MACHINE GUN COMPANY.

No. 730 Pte. Hind, W. B. No. 738 Pte. Muir, D.

SIGNALLING SECTION.

No. 783 Pte. Abbas, A. A. Orders for Artillery Company by Major J. H. W. Armstrong V. D.

Sunday, March 9.—Gun Practice. Parade at Belchers Battery.—9 a.m. Right Half Company, 9.30 a.m. Left Half Company.

Monday, 10th March.—Gun Practice. At Patshawan. Hongkong members, parade at Blake Pier at 4.55 p.m. Quarry Bay members, parade at Quarry Bay at 5.15 p.m. under Captain W. Murray Scott.

Friday, 14th March.—T. E. T. at Headquarters. The following N.C. O's and men of Right Half Coy. will parade with rifle, belt, sidearms and pouches at 7.30 a.m.—Sergt. Jacks, Corp. Herbet, L. Bomb. Wilna, and Gns. Brower, Dumbarton, Edwards, Ellis, Evans, Fraser, Kennedy, Macdonald, Manning, Le Rome, Resker, Rocha, Scott, Spiers, Thompson and Wright. Also Sergts. Bradbury and Manuk, and Corps Martin and Rouse.

The following N.C.O's. and men of Left Half Coy. will parade with rifle, belt, sidearms and pouches at 5.15 p.m.—Sergt. Crawford, Corp. Gerrard, Bomb. Boulton, and Gns. Bridger, McCormack, Lee, Longfield, Martin, McCubbin, Samways, Signer, Stevenson and Whiteford. Also Sergt. Frith, Henderson and McPherson, and Corp. Seath.

Orders for Engineer Company, by Captain W. Russell.

Lights will be run at Lyceum on the following dates.—7th and 10th, March, for firing practice. N.C.O's and Sappers detailed by C.S.M. (other than Talloo Residents) will parade at Blake Pier at 5.15 p.m. A launch will return to Blake Pier after the practices are completed.

Officers on duty, 7th March, Lieuts. Brown and Marley, 10th March, Lieut. Templeton.

ANNUAL MUSKETRY COURSE. Monday, 10th March.—4.40 p.m. Part 3, Practices 13, 14 and 19, at King's Park Range, for all N.C.O's and men who have completed their T.E.T. (or are exempted from passing them) and have not fired these Practices. Dress, Drill order with pouches. Platoon etc. Commanders will see that every man who has to fire attends. Officer in Charge, Lieut. Evan-Jones. Two N.C.O's from No. 6 Platoon (to be detailed by Platoon Commander) will attend to assist.

Friday, 14th March.—4.30 p.m. Part 3, Practices 15 and 16, at King's Park Range, for all N.C.O's and men as above.

Officer in Charge, Lieut. Beswick. Two N.C.O's from No. 5 Platoon (to be detailed by Platoon Commander) will attend to assist.

MACHINE GUN COMPANY. Sunday, 9th March.—8 a.m. Parade at Statue Pier and proceed by launch to Kowloon City to fire Part 2, Table "C" M. Gun Course. The competitions for the Gascoigne Shield Cup will also take place. Dress, Drill order without rifles. Helmets to be worn. It is expected that the firing will be finished by midday.

Monday, 10th March.—5.15 p.m. At Jockey Club Stables. Dress: Drill order.

SIGNALLING SECTION. Tuesday, 11th March.—5.15 p.m. At Headquarters. Dress: Clean fatigues. Flags to be carried.

G. E. STEWART, Captain, Adjutant, H.K. Defence Corps, Hongkong, March 7, 1919.

COTTON AND YARN.

Messrs. Polishwalla & Kotwall, the Cotton and Yarn Brokers, report as follows:

Since our last report on the 9th ult. a lively demand had sprung up during the greater part of the interval, resulting in the sales of large lines of 10s and 12s yarn at an increase of \$5 to 7 per bale, the peculiar feature of these transactions is the activity shown by the Chinese buyers in the making forward purchases on a large scale.

After a lapse of few months, a limited forward business has also been done in 20s. yarn of known chops at advanced rates.

During the latter part of the interval, the buyers have refrained from making further purchases owing to sudden news of a great decline in yarn in India on account of big drop in Cotton, so at the close our market has remained very quiet, and prices are easier, particularly those of 12s.

Total sales during this interval amount to 7,000 Bales.

Bargains in Chinese hands about 11,000 bales.

Arrivals.—Mail Str. *Dihara* and extra Str. *Burma Maru* have brought in 3700 bales for Hongkong and 4000 bales for Shanghai. Shipment from Hongkong to Shanghai, 800 bales.

Shanghai.—During the earlier stage, market had remained very quiet, but good business is reported to have passed lately with an increase in values of Tls. 4 to 5 per bale.

Japanese Yarn.—Since some time past the stock of this yarn has been very small and on account of keen inquiry, a good business in 3000 bales has transpired during the interval with an advance of \$10 per bale.

Quotations and sales are as follows:—500 bales Nagasaki No. 20s. @ \$270/275 500 Bales 3 Horses No. 16s. @ \$265/3 Horses No. 20s. @ \$274 3000 bales Yellow Joss No. 20s. @ \$260/273 Setu, No. 10s. @ \$222 Setu No. 20s. @ \$282, Blue Fish No. 20s. @ \$280.

Raw Cotton.—There is no stock of Bengal. Chinese 300 small bales have changed hands at \$57 per picul. Quotations, Bengal @ \$50 to \$54. Chinese @ \$53 to \$58.

The billiard match that was not played last Saturday at the Palace Hotel, Kowloon, will take place tomorrow night at half past eight. The players are Capt. E. B. Green and Mr. J. Gibson.

A few days ago a small Chinese girl, aged 8 years, was knocked down by a motor car, in Wong-nung-chong Road, and seriously injured. She was taken by the driver of the motor car to the French Hospital, where she died last night. A Coroner's enquiry is pending.

No. 3 Section will fire on Saturday, 8th and Sunday, 9th March at Talkoo Rifle Range as detailed. Officers on duty. Lieuts. Templeton and Hall.

No. 4 Section will fire on Saturday, 15th March at 2.30 p.m. at King's Park. Officers on duty. Lieuts. Brown and Marley.

Casuals will fire on Sunday, 16th March at 9 a.m. at King's Park Range. Officers on duty. Captain Russell and Lieut. Stevenson.

Orders for Infantry Battalion by Major H. A. Morgan.

ANNUAL MUSKETRY COURSE. Monday, 10th March.—4.40 p.m. Part 3, Practices 13, 14 and 19, at King's Park Range, for all N.C.O's and men who have completed their T.E.T. (or are exempted from passing them) and have not fired these Practices. Dress, Drill order with pouches. Platoon etc. Commanders will see that every man who has to fire attends. Officer in Charge, Lieut. Evan-Jones. Two N.C.O's from No. 6 Platoon (to be detailed by Platoon Commander) will attend to assist.

Friday, 14th March.—4.30 p.m. Part 3, Practices 15 and 16, at King's Park Range, for all N.C.O's and men as above.

Officer in Charge, Lieut. Beswick. Two N.C.O's from No. 5 Platoon (to be detailed by Platoon Commander) will attend to assist.

MACHINE GUN COMPANY. Sunday, 9th March.—8 a.m. Parade at Statue Pier and proceed by launch to Kowloon City to fire Part 2, Table "C" M. Gun Course. The competitions for the Gascoigne Shield Cup will also take place. Dress, Drill order without rifles. Helmets to be worn. It is expected that the firing will be finished by midday.

Monday, 10th March.—5.15 p.m. At Jockey Club Stables. Dress: Drill order.

SIGNALLING SECTION. Tuesday, 11th March.—5.15 p.m. At Headquarters. Dress: Clean fatigues. Flags to be carried.

G. E. STEWART, Captain, Adjutant, H.K. Defence Corps, Hongkong, March 7, 1919.

FUTURE OF LINERS.

TYPES AND MANAGEMENT.

The Right Hon. Lord Inverclyde, writing in the *Glasgow Herald* under the above title, says:—

Broadly speaking, the shipping trade of the world in the past could be divided into two more or less distinctive classes—first, that carried on by lines of steamers trading in a regular manner at specified intervals between certain well defined ports, and probably members of conference which regulated rates of freight and conditions of carriage; and second, that carried on by what are known as "tramps"—steamers usually of a moderate speed which secure a freight at a certain port to be taken to another port for a specified sum, and from there going to some other port dictated by the state of the freight market, without any settled plan or time-table of sailing. The latter class may be termed to a certain extent "ocean free lances." It is with the former that I propose to deal.

Prior to the war the development of both classes of tonnage had been going on concurrently, but perhaps the liner proper had been having the better of the argument. As time went on trade routes had become more defined. Rates, services, and conditions on liners were known and settled, and this made for stability in the mind of the trader. The liners were thus cutting more into the trades between ports hitherto served largely by tramps. Traders demanded greater speed and regularity in the carriage of their goods. Contracts were made with the liners, thus largely controlling the freight traffic in the hands of the lines. The consequence was that many tramp steamers were being laid up.

The war changed all this. In the first place, immense demands were made upon both liner and tramp tonnage, but more especially upon the former. The submarine campaign may be said to have had more effect against the liners than against tramps. Both, however, have suffered, but the tramp being less costly to build and taking less time to construct, the tendency has been to neglect the building of the liner and concentrate on the tramp class of a so-called standard type.

LINES OF DEVELOPMENT. There are several distinct types of liners. At the top of the tree there is the very fast and purely passenger liner, found principally on the Atlantic. Next comes what is known as the intermediate type of liner, combining capacity for carriage of cargo with that of passenger carrying, but owing to the former condition losing somewhat in the capacity for speed. This type is found generally in all trades but particularly where there is a demand for the carriage of passengers without a desire for expensive and rapid travel. There is also the purely cargo liner, a high-class vessel with a moderate turn of speed, trading in all parts of the world, and in many cases being specially equipped or fitted for handling a particular type of cargo, such as frozen meat, oil, coal, chilled produce of various descriptions, cotton and wool cargoes. Practically all these types are common to most nations carrying on a seaborne trade, but principally to the British shipping trade, and after that to the German shipping trade.

There is also the purely coastwise liner, developed to a large extent both in the United Kingdom and the United States of America. There is also the last type of coastwise liner used as an express ferry boat, running either between the United Kingdom and Continent, or between Great Britain and Ireland, or in competition with the railway companies along the coast of England and Scotland. What I have called the express boats are largely owned by railway companies, and as accounts show, are run at a loss so far as the steam-boat part is concerned, the argument, I presume, however, being that the throughput cost pays. This, however, is to the disadvantage of the shipowner who is running on his own.

Discussing the lines of immediate development it appears to be clear that we shall be governed by the conditions in which we shall find ourselves as a result of the war. In Great Britain, at all events, there will be for a time a cessation in the building of large, fast, and luxurious liners. The first essential will be to build and equip moderate sized boats of the intermediate type, having a fair speed and carrying both large numbers of passengers and a substantial quantity of cargo. Such ships can be built in a very much shorter time than the high-class express boats. The extremely high cost of building brought about by high wages and high cost of material will militate against the building of Aquitanias and Olympics, unless our naval architects and engineers are able to evolve a much cheaper method of building. In addition to less costly methods of propulsion, with reductions in running expenses. I look for the development of a class of travel among the middle and working classes, especially between this country and the British Dominions and the United States, that is, people who cannot afford the high rates which will be necessary to make fast liners pay.

With the immense amount of destruction which has been going on during the war there should be a

big demand for freight space and for the carriage of cargo to rebuild the waste places. The tendency in shipping should therefore be to build cheaper and slower vessels which will meet these two conditions.

GOVERNMENT REGULATIONS. The influence of Government regulations on construction is a problem which has been agitating the best minds among naval architects for a long time. All sorts of theories, practical and impracticable, have been discussed. Without going into detail one might say that the practical outcome has been to increase the number of water-tight bulkheads put in a passenger liner, thus making the problem of building a satisfactory, economical, and well-constructed liner much more difficult of accomplishment. Unless similar proposals are adopted by international agreement by foreign countries, our steamship owners will be at a serious disadvantage in competing for the world's trade. The report of the Bulkhead Committee, if adopted in regard to home trade steamers, I venture to say, to make such steamers an unprofitable investment. Liberty of mind in approving well thought out designs and helpful suggestions should be the keynote of our Governmental policy.

In methods of propulsion constant changes are in operation. We have arrived at an era when turbine propulsion can be economically adapted to slower passenger liners and also to cargo liners. Geared turbine installations as well as electro turbine while in another direction internal combustion engines running on oil fuel instead of coal is also a stage of progress which, once the war is well behind us will come rapidly to the front.

The war has brought home to many countries the great need that exists for remodelling and bringing their port accommodation up to date. It is at once seen that if a port is to attract and retain trade it must be prepared for the reception of large ocean-going liners. Equipment for the rapid handling of cargo must be provided; deeper channels must be dug or dredged, and up-to-date wharves or locks, with railroad facilities, must be brought into the picture. A dry dock conveniently situated is also necessary. Although possibly by itself it may not pay, a dry dock is an essential at any harbour of importance.

The United Kingdom will have to face a very strong struggle to maintain its former supremacy. Neutrals have been making vast sums of money with their tonnage, and they have been piling up large reserves against a time when they will be in a position to build modern and well-equipped steamers of the liner type to compete with the British. The United States of America especially has been forced to take up the problem of shipbuilding which she has done with her customary energy and thoroughness. It is a question whether the United Kingdom is alive to the fact that the United States has now definitely taken from the United Kingdom pride of place as a shipbuilding nation. I venture to think that as a shipbuilder the United States has come to stay. That she will prove an equally energetic shipowner, both in the management of liners and of tramp tonnage, goes without saying. British lines will learn to their cost that as in the future, the United States is determined to secure and retain her share of the carrying trade of the world. What also will have to be faced is, who is to be owner of the German liners and tramp steamers which are at present interned in North and South American ports?

THE RIVALRY OF GERMANY. From the liner point of view Germany was, before the war, Great Britain's great rival. That she has since been busily adding to her fleet of liners has been indicated in her press on more than one occasion. It must be admitted that from the shipbuilding point of view Germany was showing great enterprise in the construction of large, fast, and luxurious liners when the war broke out. These vessels were, if anything, more sumptuously equipped and fitted with modern appliances, and than corresponding British liners in the same trades. Can we say that Germany will attempt to place her merchant marine in the same position when the war is over? To a large extent this will depend upon the policy adopted by her present enemies. If Germany is to be excluded from the ports of the Allies, then it may be taken for granted that her sources of supply being thus restricted, the necessity for large, fast, and modern liners will for her cease to exist. She must be content to run her trade with cargo boats and vessels of moderate size. If the Government adopt a "ton for ton" policy, then Germany's Merchant Marine should cease to have any value for years to come. Before the war German and other foreign-owned steamers not entering a British port escaped light and dock dues. Thus German steamers called off Southampton and other ports, embarked passengers, and, escaped the payment of these charges. A foreign-owned steamer has all the advantage of the well lighted British coast, and pays nothing toward the expenditure.

It has taken the war to show that the modern liner is an economic weapon of the highest standard. Indeed, the war itself could not have been carried on without the fleet of

splendidly-equipped liners of all types which have been pressed into the national service ever since the war started. The liners were ready when required, not only to act as armed cruisers, scouring the ocean for raiders but also to convey hundreds of thousands of troops across either wide strips of ocean, or channels. They were there when the need was greatest, to convey with alacrity millions of tons of food products. In the later stages of the war they have been equally capable of bringing across in big detachments millions of the United States army, practically without loss, and at a speed hitherto undreamt of. They will be equally necessary to transport back to their home countries the sons of our Motherland, as well as the Americans, when the war is over. Had we been in the unfortunate position of having little tonnage at our disposal, say, like the United States or some of the European nations, the United Kingdom would have been out of the war long ago.

REPLACEMENTS AND CONTROL. I have left the last what to my mind are the two most important considerations if the liner is to be allowed to play that part in our schemes of reconstruction which the war has shown us she is entitled to occupy.

First the absolute necessity for permission being given and facilities provided for liner companies to replace as quickly as possible, by building the tonnage they have lost through the ravages of submarine. As I have indicated, what little effort has been made in the direction of rebuilding our Mercantile Marine has been largely in the shape of standardised tramps. Such vessels cannot, by any stretch of imagination, do duty for the high-class liner of pre-war days. It is a well-known fact that the fleets of several prominent lines have almost ceased to exist through the destructive efforts of the submarine, and if they are to replace their tonnage it is essential in the highest degree that they should have permission granted immediately to go ahead with their building programmes. It says much for the faith of some of these liner companies that, with all the obstacles and discouragement placed in their path, they are not waiting to be forced to build, but have been standing month after month at the table of the Admiralty Dives waiting for the crumbs which might fall from his table in the shape of permits, labour and material, in order to proceed with a national duty.

Second, and most important of all, the necessity of withdrawing Government control from the management of the shipping trade, and the substitution of the old driving spirit of individual enterprise and initiative which has carried the British flag so successfully in the past to all corners of the globe. In face of the fierce international competition and the scramble for trade which will take place after the war, the concentration of the shipping trade of the British Empire in the hands of a number of permanent officials, with the prospect of making it a success, is so unthinkable that I hope we shall never find any responsible or sane statesman giving such a proposal a second thought, except for the purpose of rejecting it. In stating this I do not wish to make any reflection on permanent Government officials, who have done such splendid work in this war—it is the system to which I am referring.

The future of the liner seems to my mind to be assured, and its place among the economic weapons of the coming era definitely established, perhaps more than ever in the past. A contributing factor has been no doubt the great amalgamations which have been going on between the large steamship owners of the United Kingdom. Not only have they been drawing closer together themselves, but they have been steadily assimilating smaller fleets of steamers running chiefly as tramps, so that the latter are now very much reduced in numbers.

METHODS OF MANAGEMENT. In conclusion I would like to emphasise two phases of this question.—

First, the advantage of the conference system, whereby stability is secured and capital can be invested in shipping with a fair feeling of security that it will get a paying return and that by this system the shipowner, and with him the investor, can feel he has a reasonable prospect of a return for his investment. It is, therefore, an encouragement to extend the British shipping enterprise.

Second, that it is not to the public advantage that railway companies should own steamers to the extent of preventing private enterprise, and if the railway companies own steamers they should go under Parliamentary powers, and in their published reports show the profit and loss on their steamboat owning.

I should like to add that when the terms of peace come to be arrived at it will be well worth consideration whether the shipping of Great Britain and her Allies should have the most favourable consideration as to how they are placed with regard to the use of such ports as, say, Hamburg and Trieste, also whether they should have the use of the Kiel Canal, if so desired, for commercial purposes.

With all I have stated however, one of the greatest anxieties of the future is what is to be the cost of production in this country, the cost of material, and the cost of labour.

SHALL WE FORGET?

Near the Bristol Channel is a large German prisoners-of-war camp where Hun soldiers who were fortunate enough to be captured spend their time in doing as little work as possible on a liberal ration.

During my stay in the neighbourhood (says a "Daily Mail" writer) I had an opportunity of talking with Otto.

Otto was a burly South German—in pre-war days a commercial traveller in the south of England, representing several big firms in Westphalia.

"I suppose you are glad it's all over?" I queried.

"Yes, I am, I'll be glad to get back to business again."

"What sort of business?"

"The same. I was doing splendidly before this silly war started."

"In England?"

"Yes, London, Manchester, Birmingham, and all along the south coast."

"But you don't expect to take up that ground again?"

"He opened his eyes in mild astonishment. 'Of course. Why not?'"

"Well, the advantage which you had in 1914 will be killed by a tariff on imported goods."

"Tariff! Even suppose that took place, what would it amount to?—15 or 25 per cent. at the most. Listen. I can sell you certain German goods at less than half the English price for similar quality. For instance, enamelled papers. Before the war I sold thousands of tons to Britain. I could sell them to you now at a price that would amaze you. Before the war we had a world market for certain types of goods. We shall keep that market because we have the machinery for production—and no one else has."

"You think you're going to resume business relations with England, France, and America on the old basis?"

"Why not?"

"Well, is there not such a thing as sentiment? Are you going to walk into the office of a man who has lost his son in the war and offer him German-made goods?"

"I am—just that. And what is more, he's going to buy them if they are cheapest."

"You are making a great mistake." "Am I? You wait and see. Business is the same everywhere. There never was any sentiment in business, and never will be. Show me the business man who will throw away a hundred or a thousand pounds for the sake of sentiment. No, he doesn't exist!"

That was his final word. He had his business connection, and he knew his men better than I did, he averred. All that mattered was whether he could, despite a possible tariff, sell cheaper than his competitors, and he thought he could.

Was there ground for his convictions? Are we so sure that the craving for profit will not overleap sentiment, and that in a short time we shall not see our late enemies once more dumping the result of their "cheap labour" on to the English market?

AMUSING HARROW SCHOOL STORY.

The following story appears in the current Harrovian, the Harrow School magazine:

"A piece of German propaganda, particularly interesting to Harrovians, was recently sent to Mr. Moriarty. It was found in a German dugout, among some old illustrated papers."

"On February 25, 1915, the Corps was inspected by Brigadier-General G. H. Colomb, who brought with him his Brigade-Major, Captain J.H.S. Dimmer, V.C. The battalion was sized and formed into line; all the smallest cadets were on the left of the line and were armed with dummy rifles. It was there that the photographer got his chance. The result appeared in a weekly illustrated paper, showing the Headmaster in cap and gown going down the line with the inspecting officer. In due course this photograph arrived in Leipzig and was reproduced in Die Wochenschau, No. 15, of 1915. The translation of the German letterpress runs as follows:

"An English Army chaplain in the French theatre of war with an English regiment, which, as the puny forms and still boyish features in the picture allow us to recognise, seems to consist of only half-grown lads. In spite of the most strenuous activity in recruiting for the promenade to Berlin, no great success has so far been vouchsafed to Kitchener, and from February 18 till now enlistments have fallen off still more, just as the transport of troops to the Continent has entirely ceased."

The shipping trade of Great Britain has not been built up by dividing large profits, but by, when possible, reinvesting money earned so as to develop further the shipping trade, to the advantage of Great Britain, Dominions, and her Dependencies.

WEATHER REPORT.

March 7th. 12A. 12m.—No returns from Japan and Vladivostok. Pressure has increased slightly in the vicinity of Formosa, and decreased slightly elsewhere. It is probably highest over N. Japan.

Forecasting Rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inch. Total since JANUARY 1st 9.13 inches, against an average of 3.53 inches. Forecast for the 24 hours ending at noon on the 8th.

1.—Hongkong to Gap Rock. E. winds moderate; cloudy, fog or mist. 2.—Kowloon Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocka. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

MARCH 7, 1919.—a.m.

Station. Hour. Temperature at Sea Level. Humidity. Direction. Force. Weather.

Station	Hour	Temperature at Sea Level	Humidity	Direction	Force	Weather
Vladivostok	8 a.	—	—	—	—	—
Namuro	8 a.	—	—	—	—	—
Yokohama	8 a.	—	—	—	—	—
Tokyo	8 a.	—	—	—	—	—
Kobe	8 a.	—	—	—	—	—
Nagasaki	8 a.	—	—	—	—	—
Kagoshima	8 a.	—	—	—	—	—
Osaka	8 a.	—	—	—	—	—
Shanghai	8 a.	—	—	—	—	—
Amoy	8 a.	—	—	—	—	—
Swatow	8 a.	—	—	—	—	—

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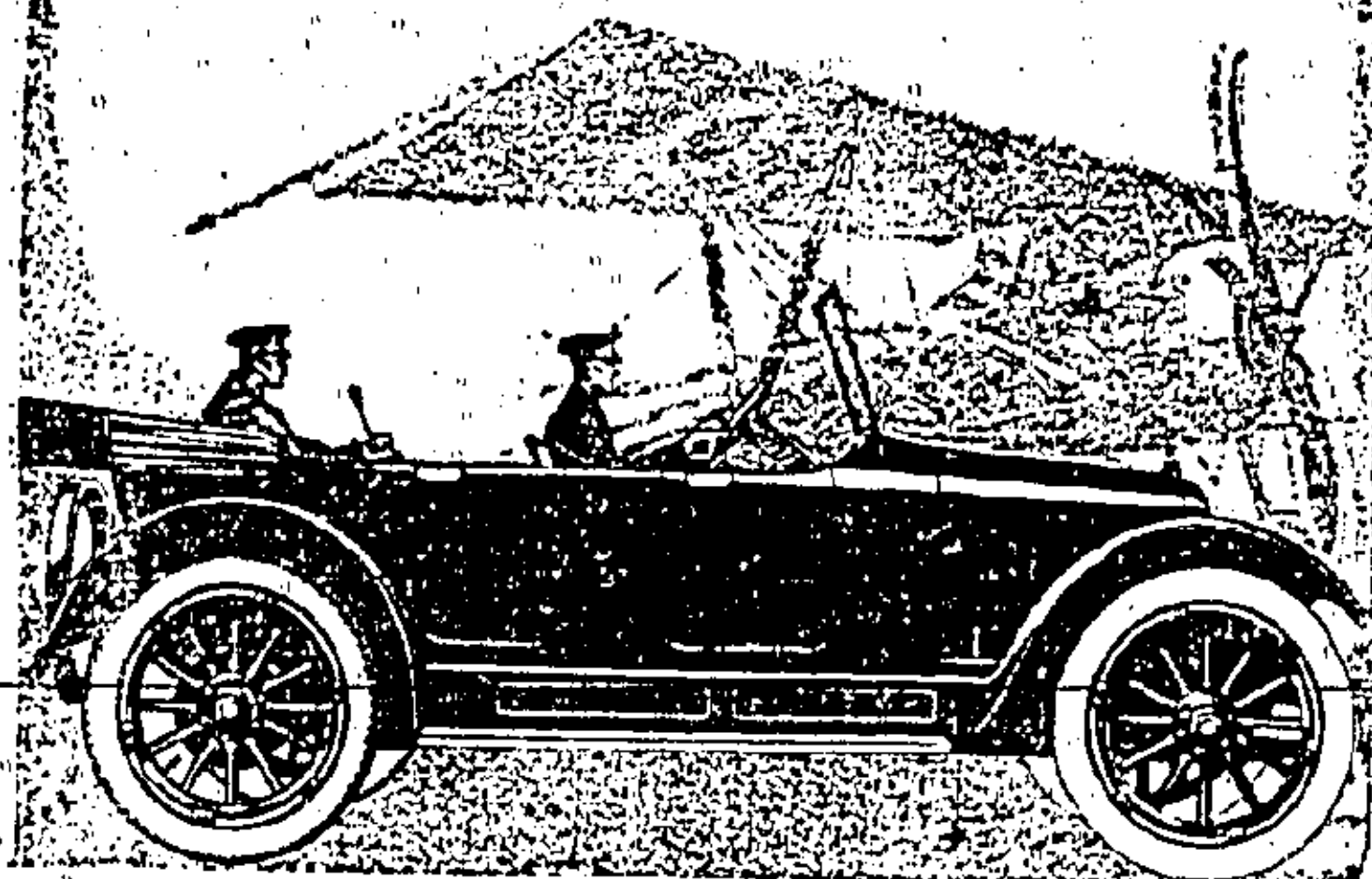
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CHINA'S MODEL ARMY.

Increasing prominence is being achieved by the Chinese National Defence Army. General Tuan Chi-jui, the late Premier of China, is given credit for being the promoter of this enterprise, but the fact that it is being promoted by Japanese money inevitably leads to the conclusion that it will be under Japanese control and direction, whatever camouflage may be used to conceal the fact. Southern politicians speak of it as a Japanese army, and it cannot be denied that Japan's efforts in the way of planting military advisers on China and getting arms contracts, supply grounds for this attitude. The *Osaka Asahi*, while laying emphasis rather on other objectionable aspects of the case, regards the abolition of the Army of National Defence as a necessary preliminary to re-establishing belief in Japan's bona fides with regard to China.

We learn from a Peking dispatch to the *Mainichi* that both Britain and America are in favour of the abolition of the National Defence Army now in process of formation in China, but President Hsu is not in a hurry to fall in line with the British and American views, which coincide with those of the Southerners on the matter. The Chinese President is credited by the Peking message with the statement that he was fully cognizant of the necessity of effecting a reform of the Chinese army, but that he could not agree to the abolition of the National Defence Army. His opposition is based upon the apprehension that, bereft of this Army, the Government will be helpless to subdue any disturbances that may be created by the provincial Military Governors when the local administrative power hitherto possessed by them as a result of administrative reform.

In connection with this question the *Osaka Asahi* raises a strong voice in favour of the abolition of the National Army now being formed in China. In the opinion of the *Osaka Asahi* a sufficient display of sincerity on the part of Japan towards China is the thing most required in the present circumstances, and in order to give effect to Japan's sincere feeling towards her neighbour it is important that she should make earnest efforts to bring about its abolition. The National Defence Army question, says the *Asahi*, is the cynosure of Chinese political circles. The Southern politicians and publicists, who are irrevocably opposed to the scheme, are very loud in their complaints that the Northern militarists are bent upon the formation of such an Army at the present time when the European conflict has come to an end and peace is dawning on the world. The question is, indeed, assuming such important proportions that its abolition constitutes in the eyes of some Southern leaders, notably Dr. Tang Shao-yi, an essential preliminary to the conclusion of peace between North and South.

In explanation of the nature of the National Defence Army the *Osaka Asahi* journal says that so far as its information goes, it is an army which is being formed under the leadership of General Tuan Chi-jui, the ex-Premier of China, with the loans raised by that country in connection with her participation in the war. Now that the European war is nearly ended it is inevitable that the continuation of this project should create suspicion in some minds that General Tuan has an eye to converting the new Army into private troops, or that he intends to make himself leader of the national troops in case the system of Provincial Military Governors (Tuchuns) is abolished. Whatever may be the true motive of the ex-Premier for pushing on with the project in spite of the cessation of hostilities in Europe and elsewhere, the ambiguity of this object is enough to create misgivings and misunderstanding in Southern minds. This situation is taken advantage of by American newspapers in China, which are disseminating absurd canards that the formation of the National Defence Army is strongly supported by Japan, who is actuated by the motive of provoking domestic disturbances in China with a view to converting the compromise between North and South into a civil war. That Japan has always been averse to a unification of the republic, and that by encouraging the formation of the Army she intends finally to take over the military control of China. It is even alleged by these papers that Japan's idea is to militarise China with a view to waging a racial war against the whites.

It is no new thing, continues the *Asahi*, for Americans in China, to engage in anti-Japanese propaganda of this sort and although no serious importance need be attached to the ridiculous fabrications set afoot by them in connection with the question, yet it must be admitted that Japan's participation in the organisation of the Army in question, is an open secret. The advance to China of loans for the purpose was admitted by the Foreign Minister in the Diet, though it is true that it did not disclose their details on the plea of secrecy. This fact, coupled with the wild rumours started by those hostile to Japan, has had the effect of intensifying the suspicion of the Southerners of the connection between Japan and the Northern militarists. In these circumstances,

AEROPLANES FOR CHINA.

One of the many changes we may see in the East hereafter will undoubtedly occur when the aeroplane arrives; the carriage of mail and passengers must eventually come to be an every-day matter.

During the war the aeroplane proved its great usefulness by carrying hostilities to a most bitter extreme, one country against another. Now that Germany has received the coup de grace, and the war ended, the aeroplane will become a useful factor in the commercial enterprises of the future.

In Europe, the question of arranging an aerial service, connecting countries and continents, is under the consideration of the various governments. Experiments are being made on all subjects. Routes have been mapped out, and aerial stations are in the process of construction. Mail services in some instances are already in vogue. International passenger services we may expect to see established during the course of the next few years. This means of travel, evidently, will receive the approval of all classes. Just imagine we people of Shanghai sojourn our week-ends in London. A few years back this would have seemed an impossibility but now—

Up to the present we have not heard of any general movement under consideration in Shanghai for the purpose of floating an Aerial Business Combine though the difficulties of such an undertaking are not so vast as they at first appear to be. First-hand experience and information can easily be imported from Europe and contracts could be obtained from the Chinese Government for the carriage of mail. Passenger services would be opened up with the various important centres of China. The establishing of aerial stations would not be a difficult matter, when once we had the materials for construction. Also it is to be expected that such a company would receive financial assistance from the Government of China.

An aerial company that is floated now must eventually become a most profitable concern. Once an agreement has been entered into with the Chinese Government concerning the question of sole rights of operation, etc., it is going to be a hard task for any kind of active opposition to set in from outside spheres. We can conclude that first in the field will eventually control all flying interests in China.

We wonder who this is going to be? Shall Japan reap the benefit, by first appearing, or can we expect to see a company formed by the representatives of commercial finance in China?

We would anticipate that shipping companies of the China Coast would be interested in a proposed scheme for the laying down of plans for aerial development in China. Think that a splendid proposition the Shipping Aerial Combine would be a company operating both aerial and sea-going commerce could at once command a far larger field than if confined to sea interests alone. The loss of freight, passengers and mail contracts and the source of revenue to be derived from this would only be diverted back to the company from another quarter.

Despite the veil of mystery which at present surrounds the aeroplane, there can be but little doubt that within ten years' time it will be used for commercial purposes all over the American and European continents.

Eventually these conditions must arrive in China. The Aerial Combine would then begin to reap the benefit of an early far-seeing business management.—J. B. Leicester, in *Shipping and Engineering*.

MELBOURNE LAND TAX BRANCH.

According to a statement volunteered by Alexander Hampton, who was formerly in charge of the Central Land Tax branch of the Federal Taxation Department, a most serious condition of disorganisation and chaos exists in that department. Hampton has resigned his position because several complaints made by him regarding the position of affairs were practically disregarded by his seniors, and when he made confidential reports to his seniors regarding the work of the men under him the substance of those reports was known all through the office within a few hours. Early in December Hampton found upon his desk a copy of a journal entitled "Aubrey." The foreword on the third page declared: "This journal is not intended for honest criticism, but for impetuous assault on all forms of discipline, and is administered by wowers, decrepits, and imbeciles." When it became known that Hampton had a copy of this journal a considerable number of members of the staff held a stop-work meeting and declared that if any action was taken against the men whose names were mentioned in the journal they would go on strike.

The *Asahi* suggests that the Japanese Government should suspend further advances of loans to China which may go to the ruin of the scheme of organising the Army, so that China may be forced to drop this project.

BOLSHEVIK AND MENSHEVIK.

So many and frequent are the inquiries one hears on all sides as to the origin and significance of the words "Bolshevik" and "Menshevik" that it may be useful to throw some light on the subject.

There are two authoritative explanations, both of which are probably accurate, one by Dr. Hagberg Wright and the other by Mr. J. Y. W. MacAlister.

The former recalls that in 1903, at the second conference of the Russian Social Democratic party, when the methods to be adopted in regard to revolutionary activity were under discussion, a sharp line of cleavage made itself evident. When voting took place there was naturally a majority (Bolshevists) and a minority (Menshevists). From that moment the groups were called "Bolsheviks" and "Mensheviks."

Mr. MacAlister goes further and contends that the names indicate policies as well as relative numbers. The Bolsheviks were known at the 1903 Conference, he says, by that name, because they were the whole-hoggers of Socialism, the name meaning "the biggest" or those who go in for the "biggest things." The minority were the moderates, or "thin end of the wedge" party, hence styled "Mensheviks"—that is, "the smaller," or "those who go in for the smaller things."

The colloquial meanings of the word "Bolshevik" are as various as those of the word "Jacobin" 120 years ago, a word which then signified anyone from a cutthroat to a Whig with timid Liberal sympathies.

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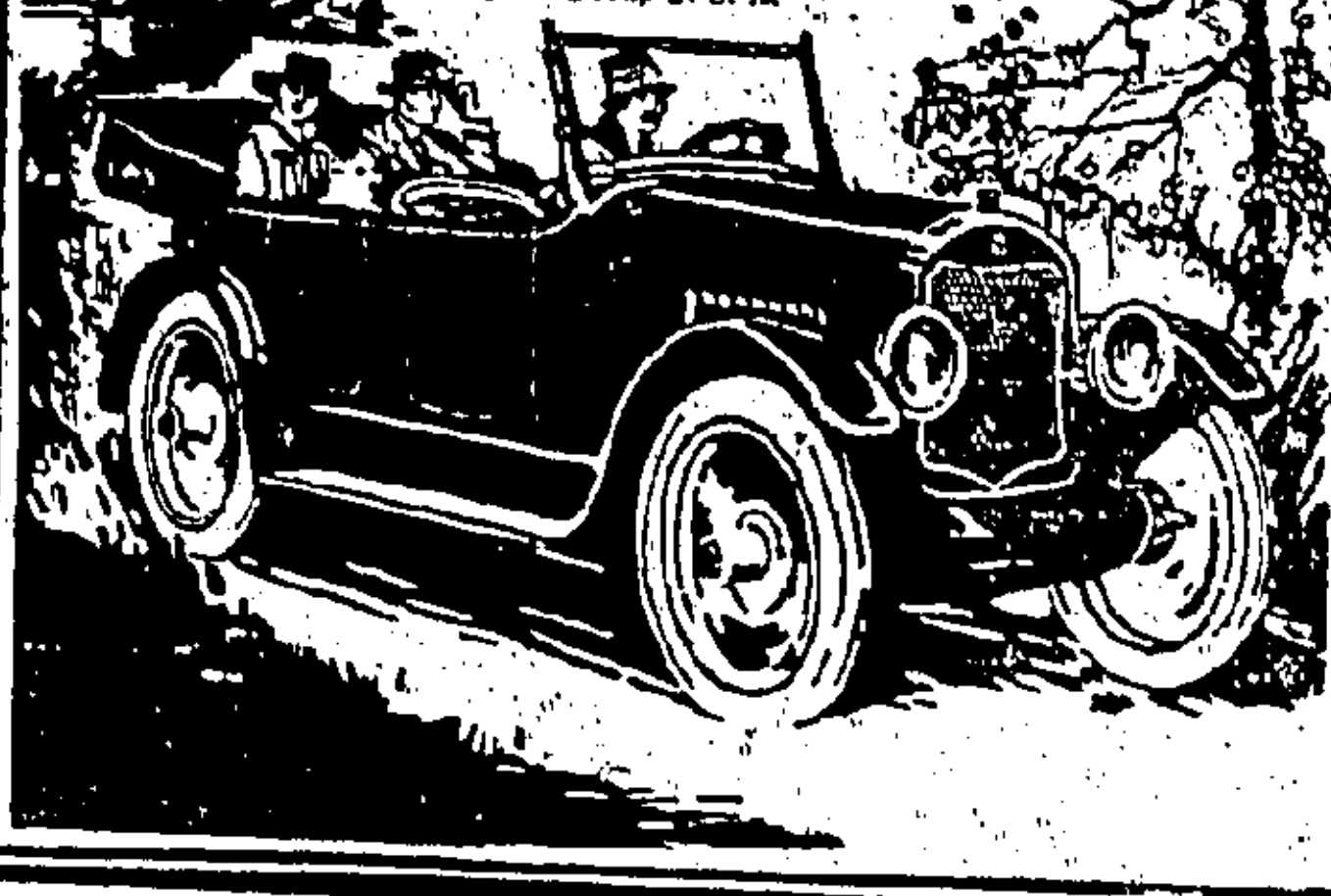
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